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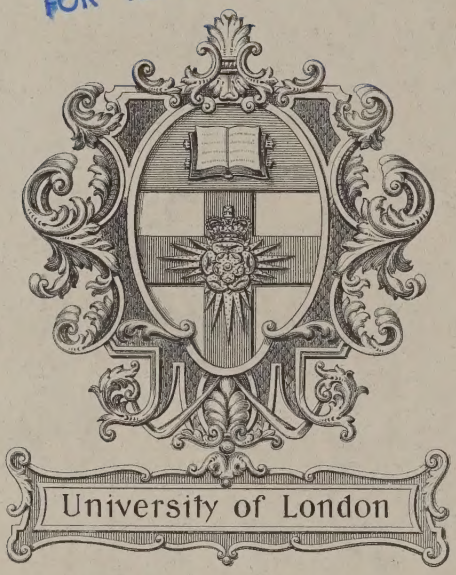

REPORTS

FROM

COMMITTEES

SEVENTEEN VOLUMES.

—(10.)—

METROPOLIS IMPROVEMENTS;

RAILROADS.

Session

15 *November* 1837——16 *August* 1838.

VOL. XVI.

1838.

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1837-8.

SEVENTEEN VOLUMES:—CONTENTS OF THE

TENTH VOLUME.

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FIRST

REPORT

FROM THE

SELECT COMMITTEE

ON

METROPOLIS IMPROVEMENTS;

WITH AN

APPENDIX.

Ordered, by The House of Commons, *to be Printed,*
23 *May* 1838.

Lunæ, 12° *die Februarii*, 1838.

Ordered, THAT a Select Committee be appointed to take into their consideration the several Plans for the Improvement of the Metropolis, concerning which a Report was made to this House by a Committee in the year 1836, together with any other Plans for the same object which they may deem deserving of consideration, and to report their opinion as to the expediency of adopting any of the said Improvements, and also as to the best means of carrying the same into effect;—and that the Committee consist of—

Sir Matthew Wood.	Mr. Wakley.
Mr. Chancellor of the Exchequer.	Colonel Evans.
Sir Robert Peel.	Mr. Clay.
Lord Viscount Lowther.	Mr. George Palmer.
Mr. Herries.	Mr. Pendarves.
Admiral Codrington.	Mr. Barnard.
Sir Robert Harry Inglis.	Mr. Hall.
Mr. Shaw Lefevre.	

Ordered, THAT the Committee have power to send for Persons, Papers and Records; and that Five be the Quorum of the Committee.

Mercurii, 23° *die Maii*, 1838.

Ordered, THAT the Committee have power to report Observations from time to time.

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REPORT.

THE SELECT COMMITTEE appointed to take into their consideration the several PLANS for the IMPROVEMENT of the METROPOLIS, concerning which a Report was made to this House by a Committee in the year 1836, together with any other Plans for the same object which they may deem deserving of consideration, and to report their opinion as to the expediency of adopting any of the said Improvements, and also as to the best means of carrying the same into effect; and who were empowered to report their observations from time to time to THE HOUSE:——HAVE agreed to the following REPORT:—

YOUR COMMITTEE have proceeded in the examination of various plans and suggestions for improvements in different parts of the Metropolis.

Among other matters presented for their consideration, their attention has been specially called to certain proposed alterations connected with the rebuilding of the Royal Exchange, lately destroyed by fire: these have been referred to them in consequence of an application from the Trustees of the Gresham Estates to the Chancellor of the Exchequer; and the subject has appeared to Your Committee to possess a peculiar claim to their earliest consideration, by reason of the urgent necessity for the speedy re-construction of a building in which the convenience of a large proportion of the mercantile community of the Metropolis is materially concerned.

Your Committee have therefore proceeded to inquire carefully into all the circumstances of this case; and having done so, they deem it expedient to lay before The House the result of their investigations, together with their opinion thereupon, in a separate Report, in order to avoid all unnecessary delay.

It appears, from the statements submitted to Your Committee, that the Corporation of the City of London and the Mercers' Company are Trustees jointly of the Estates of Sir Thomas Gresham applicable to the maintenance of the Royal Exchange; and that these two bodies are prepared, in the execution of that trust, to provide the funds required for the rebuilding of the Royal Exchange, although it is represented that the estates are largely indebted to them for outlays upon the fabric, much exceeding the produce of the estates for many years past. The estimated expense of the rebuilding is stated to be £.150,000; towards meeting this charge the sum insured upon the late building will furnish about £.40,000; the deficiency, being £.110,000, will be supplied by the two bodies above mentioned, who appear to be willing to incur even a larger expenditure, if such should be found necessary, for the re-construction of the edifice upon a scale adequate to the purposes for which it is now required.

The Committee have not had before them any plans or detailed estimates for the intended new building, which might have enabled them to offer any opinion to The House upon this part of the subject. The probable expense is stated upon the general declaration of some well-informed persons who have been examined by the Committee.

The points to which the inquiries of the Committee have chiefly been directed are,

First, Whether the site of the late building is the most proper for the construction of the new one.

Secondly, What alterations it might be necessary or expedient to make in the circumjacent streets and buildings ; whether for the purpose of enlarging the Royal Exchange itself, with reference to the accommodation of the merchants and others who frequent it, or for the general improvement of the approaches to it, and of the lines of communication in the immediate vicinity.

On the first point Your Committee were fully satisfied, by the uniform testimony of all the persons consulted upon the subject, that the site of the late building is the best adapted for its purpose in respect of locality, and that no other spot could be chosen for the re-building of the Royal Exchange without creating much inconvenience and dissatisfaction. But, on the other hand, it appeared that some alterations in the shape and dimensions of the ground occupied by the late building would be required, as well for the improvement of the street between the Royal Exchange and the Bank, as for the enlargement of the building itself. For the former object, it will be necessary to cut off so much of the north-western angle of the present site as projects, so as to contract inconveniently the space between the Bank and the Exchange ; and for the latter, it will be desirable to extend the building to the eastward, upon the ground now occupied by a number of houses adjacent to Freeman's Court, in order to afford greater accommodation to the parties who frequent the Royal Exchange, the area of which, in the late building, is generally described as not having been sufficient for the purpose.

It also would be an additional improvement of some importance, if a street of communication were made on the eastern side of the Royal Exchange, between Cornhill and Threadneedle-street.

Your Committee having fully considered these points, have come to the conclusion, that, in order to supply the additional space required, and also to open the accesses to it, so that the whole may be constructed upon a scale commensurate with the importance of such an edifice, and in a manner adapted to the convenience of the great mercantile body for whose use it is destined, the whole of the buildings on the western side of the present site, forming Bank-street and Bank-buildings, ought to be removed ; and that a considerable number of the houses on the eastern side, above referred to, should be purchased, in order to permit the extension of the building in that direction.

They are also of opinion, that the opportunity now presented, of combining with these useful alterations a material improvement of some very defective lines of communication in the immediate neighbourhood of the Bank of England and Royal Exchange, ought not to be neglected: Your Committee allude to the contraction of the thoroughfare at the southern end of St. Bartholomew-lane, and in that part of Threadneedle-street which immediately adjoins to it.

It appears that the enlargement of the streets at those two points, by the removal of St. Bartholomew's Church, and of some adjoining houses, would long since have been effected by the Bank of England, under the authority of the Acts passed for enabling the Governor and Company to erect their present building, had not an accidental omission in the wording of that Act deprived them of the power of completing their intentions.

The Committee are induced, by the evidence of the Governor and Deputy Governor, to conclude that they are now willing to accomplish this object at their own expense, if the necessary powers be given to them by Parliament for the purpose.

The money required for the rebuilding of the Royal Exchange, and for improving some of the defective communications immediately adjoining to it, being thus, as Your Committee have pointed out, to be supplied either by the Trustees of the Gresham Estates, or by the Bank of England, it remains only to be considered by what means the cost of removing the existing buildings on the eastern and western side of the Royal Exchange, as recommended by the Committee, is to be provided for.

For

For this object, the Corporation of London have applied for aid to the Chancellor of the Exchequer, in the hope that Parliament might be induced by him to afford it from the general income of the Country. To this application Her Majesty's Government have given no encouragement; and Your Committee have concurred in the opinion, that, notwithstanding the very extensive interests connected with the transactions which are conducted in the Royal Exchange, the burden of effecting any improvements incidental to the rebuilding of that edifice, ought not to be cast upon the resources of the Nation at large, but should be defrayed by local taxes, or contributions derived from the Metropolis itself, and the districts immediately adjoining to it.

In conformity with this view of the subject, a suggestion has been offered to Your Committee by the Royal Exchange Committee of the Corporation of London, which has appeared to Your Committee to present an easy and practicable mode of raising the necessary funds for these important objects, without any material pressure upon the inhabitants of London and its vicinity.

It appears that the several Duties on Coals and Wine, &c., which, together with an annual contribution from the separate funds of the Corporation of London, were constituted by the Acts 10 Geo. IV. c. 136, and 11 Geo. IV. c. 64, as a fund for defraying the expense of making the approaches to the new London Bridge, have, since the dates of those Acts, become greatly more productive than they were expected at that period to prove. According to the estimate then formed of their produce, it was deemed necessary that they should be continued until the year 1858, to create a sufficient security whereupon the Corporation might borrow the sums to be raised upon the credit of them. But the actual produce has so far exceeded that estimate, that the debt so contracted will in all probability be extinguished as early as the year 1852; and if the Duties be continued under the authority of Parliament for the full period originally contemplated (independently of the discharge of the present incumbrances upon them), a further sum of not less than £. 300,000 might now be raised by the Corporation of London upon the credit of them.

The Corporation have therefore proposed to Your Committee, that advantage should be taken of these favourable circumstances. They offer to continue, on their part, the contribution from their own revenues for the period required, if Parliament will, on the other hand, in the same manner continue the Coal Duties and Wine Duties, in order that a certain proportion of the sums which may be raised thereupon should be applied in furtherance of the objects now under consideration, while the remainder might be assigned to the execution of other improvements which Your Committee may be called upon to recommend, and which Parliament may think fit to sanction.

Your Committee, after giving the fullest consideration to this proposal, have determined to recommend it for the adoption of The House, as the best expedient for providing, with the least sensible pressure on the community, the means of effecting a very important improvement. They are of opinion, that, of the sums which may be raised upon the anticipated produce of the several sources of revenue above referred to, £. 150,000 should be made applicable to the special purposes which are the subject of this Report, under the general administration of the Corporation of London, but subject to the sanction and direction of the Lords Commissioners of Her Majesty's Treasury, without whose approbation of the plans and estimates no portion of the works ought to be proceeded on.

It will be observed in the Evidence taken by Your Committee, that the probable expense of effecting the contemplated changes has been assumed upon a general estimate (unaccompanied by any details) at upwards of £. 200,000, being considerably more than the Committee have proposed to assign to them; but the Committee are induced to believe, that the sum of £. 150,000 will be sufficient for accomplishing all the changes which are absolutely required, if it be judiciously and economically administered; and they would not feel justified in recommending the employment of a larger sum upon these particular objects, while they have under their consideration other projected improvements of great importance in other parts of the

Metropolis, by the inhabitants of which, collectively, the burden of these Duties must necessarily be borne.

Your Committee therefore recommend, that an Act should be passed for the continuance of the Duties, and that the Corporation of London should be permitted to bring in a Bill for enabling them to raise the sum of £.150,000 upon the credit thereof, and of the portion of the City revenues before stated, and for giving to them the necessary powers for the execution of the proposed improvements.

They also recommend, that the Bank of England should be permitted to bring in a Bill to enable them to complete the improvements in St. Bartholomew-lane and Threadneedle-street, for which a power was given to them by the Act 39 & 40 Geo. III. c. 89, of which they did not avail themselves.

Your Committee have annexed to this Report Accounts showing the produce of the Duties imposed for defraying the charges of the Approaches to London Bridge, together with the amount of the Debt charged upon those Duties redeemed, and remaining to be redeemed, at the present period; with an Estimate of the time within which the whole will be discharged.

23 *May* 1838.

APPENDIX.

APPENDIX.

AN ACCOUNT, showing the AMOUNT RECEIVED under the Acts of the 10th Geo. IV. c. 136, and 11th Geo. IV. c. 64, for defraying the Charge of making the APPROACHES to LONDON BRIDGE, in each Year, since the passing of those Acts; distinguishing the Total Sums received under the several heads of Taxation or Contribution from the City of *London*, from which the said Receipts have been received.

	Duty of 8*d.* per Ton on Coals: Imported into the Port of London.	Duty of 8*d.* per Ton on Coals: Brought by Inland Conveyance.	Duty on Wine, 4*s.* per Ton.	Charge on City Revenue.	Duty on the Admission to the Freedom.	Duty on the Binding of Apprentices	Aqueducts.	TOTAL.
	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*
From the 30th June 1832 (the period at which the Orphans' Fund had provided for the discharge of its obligations) to the 5th January 1833 - -	39,734 3 4	163 19 2	1,222 13 7	5,750 - -	87 - -	- -	113 9 -	47,071 5 1
For the year ended 5 Jan. 1834 -	68,864 2 8	146 10 4	3,584 2 8½	11,502 6 11	169 10 -	111 10 -	136 14 6	84,514 17 1½
Ditto - ditto 5 Jan. 1835 -	67,943 12 8	62 1 4	3,484 7 10½	11,500 - -	165 15 -	112 7 6	193 9 -	83,461 13 4½
Surplus or balance of the general receipts and payments of the Orphans' Fund, and including 445*l.* 0*s.* 6*d.*, the Amount of Orphans' Stock, unclaimed -	- - -	- -	- - -	- - -	- -	- -	- -	2,420 10 6¼
FOR DUTIES, &c. AS ABOVE.								
For the year ended 5 Jan. 1836	76,632 4 8	33 9 8	3,516 1 -½	11,500 - -	196 15 -	97 12 6	193 9 -	92,169 11 10¼
Ditto - ditto 5 Jan. 1837	79,875 4 8	39 19 6	3,829 2 -	11,500 - -	211 10 -	100 10 -	193 9 -	95,749 15 2
Ditto - ditto 5 Jan. 1838	85,120 8 8	7 9 4 7	3,407 3 11½	11,500 - -	193 5 -	93 5 -	193 9 -	100,585 - 11½

Chamberlain's Office, 4 May 1838. *B. W. Scott.*

STATEMENT of the TOTAL AMOUNT of the INCUMBRANCES charged upon the Funds continued and appropriated by the Acts of the 10th Geo. IV. c. 136, and 11th Geo. IV. c. 64, which have been discharged up to the present time, and the Amount remaining to be discharged; together with an Estimate of the Time within which the remaining Incumbrances may probably be paid off, supposing the Produce of the Funds to continue to be the same as on the Average of the last Three Years.

		£.
1829 to 1834	Amount raised by Loan of the Governor and Company of the Bank of England, under the authority of the 10th Geo. 4, c. 136, at 4*l.* per cent. per annum - - - - - - - -	1,000,000
	Amount raised by Loan of sundry persons, under the authority of the 11th Geo. 4, c. 64; viz. 104,000*l.* at 3*l.* 15*s.*, and 146,000*l.* at 3*l.* 17*s.* per cent. per annum - - - - - -	250,000
		1,250,000
	Sum applied (by quarterly payment) towards the discharge of the above-mentioned sum of 1,000,000*l.* to the 31st January 1838 (exclusive of 30,600*l.* now under notice of repayment) - - - - - - - -	232,500
	Amount remaining undischarged; viz. Of the Loan of 1,000,000*l.* - - - £. 767,500 The Loan under the 11th Geo. 4 - - 250,000	1,017,500

It is estimated that the surplus of the before-mentioned Duties and Payments, upon an average of the last three years, will discharge the said sum of 1,017,500*l.* in 13 years and 18 months; viz. by January 1852.

Chamberlain's Office, 4 May 1838. *B. W. Scott.*

FIRST

REPORT

FROM THE

SELECT COMMITTEE

ON

METROPOLIS IMPROVEMENTS;

WITH AN

APPENDIX.

Ordered, by The House of Commons, *to be Printed,*
23 *May* 1838.

418.

9

SECOND

REPORT

FROM

SELECT COMMITTEE

ON

METROPOLIS IMPROVEMENTS;

WITH THE

MINUTES OF EVIDENCE,

APPENDIX, INDEX, AND PLANS.

Ordered, by The House of Commons, *to be Printed,*
2 *August* 1838.

Lunæ, 12° *die Februarii*, 1838.

Ordered, That a Select Committee be appointed to take into their consideration the several Plans for the Improvement of the Metropolis, concerning which a Report was made to this House by a Committee in the year 1836, together with any other Plans for the same object which they may deem deserving of consideration, and to report their Opinion as to the expediency of adopting any of the said Improvements, and also as to the best means of carrying the same into effect:

And that the Committee consist of—

Sir Matthew Wood.
Mr. Chancellor of the Exchequer.
Sir Robert Peel.
Lord Viscount Lowther.
Mr. Herries.
Admiral Codrington.
Sir Robert Harry Inglis.
Mr. Shaw Lefevre.
Mr. Wakley.
Colonel Evans.
Mr. Clay.
Mr. George Palmer.
Mr. Pendarves.
Mr. Barnard.
Mr. Hall.

Ordered, That the Committee have power to send for Persons, Papers and Records.

Ordered, That Five be the Quorum of the Committee.

Ordered, That the Report from the Select Committee on Metropolis Improvements (2d August 1836) be referred to the Committee.

Jovis, 2° *die Augusti*, 1838.

Ordered, That the Committee have power to report to The House the Minutes of the Evidence taken before them.

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PLANS.

SECOND REPORT.

THE SELECT COMMITTEE appointed to take into their consideration the several PLANS for the IMPROVEMENT of the METROPOLIS, concerning which a Report was made to this House by a Committee in the year 1836, together with any other Plans for the same object which they may deem deserving of consideration, and to report their Opinion as to the expediency of adopting any of the said Improvements, and also as to the best means of carrying the same into effect; and who were empowered to report the MINUTES OF EVIDENCE taken before them from time to time to The HOUSE; and to whom a Report of 1836, and several Petitions, were referred;—— HAVE considered the matters to them referred, and agreed to the following REPORT:—

THE First Report of Your Committee having, for the reasons therein stated, been confined to the recommendation of certain improvements connected with the re-building of the Royal Exchange, they have now to submit a general statement of their proceedings, in pursuance of the Order of Reference, whereby they were directed to examine and report upon the Plans for the Improvement of the Metropolis which had been laid before a former Committee in 1836, and also upon any others of a similar description which might be submitted for their consideration.

The general character of those plans which, having been before The House, were thus referred for further consideration, appears sufficiently to indicate the intentions of The House in the appointment of the present Committee. They consist almost exclusively of projects for opening improved lines of communication between different parts of the Metropolis, for the purpose of affording increased facilities for the conveyance of merchandise, and for the passage of carriages and persons. These objects are proposed to be attained, partly by the construction of new thoroughfares, and partly by the removal of certain irregularities and obstructions which now occasion inconvenient impediments in those which already exist.

The Committee have consequently conducted their inquiries mainly with reference to these practical objects of public utility, which are of the highest importance, not only to the social convenience, but to the commercial interests of this, the most populous and active Metropolis in Europe.

It is obvious that the improvement of a great city in these essential particulars must generally carry with it a very considerable degree of embellishment also; but the Committee, though by no means insensible to the public gratification which mere embellishment in such matters is calculated to afford, have in the prosecution of these inquiries regarded it as a matter of subordinate importance, and have directed their attention to those suggestions only which have embraced the more useful ends to which they have adverted.

In their views of the public advantages which are capable of being attained by judicious alterations, they have, however, not confined themselves to the single purpose of obtaining increased facilities of communication. They have considered that other public benefits—and those of a very high character—might in some cases be derived, simultaneously with that principal object, from the opening of new channels of circulation.

There are some districts in this vast city through which no great thoroughfares at present pass, and which being wholly occupied by a dense population, composed of the lowest class of labourers, entirely secluded from the observation and influence of wealthier and better educated neighbours, exhibit a state of moral and physical degradation deeply to be deplored.

Whenever the great streams of public intercourse can be made to pass through districts such as these, the cure of this lamentable evil will speedily be effected. The moral condition of these poorer occupants must necessarily be improved by immediate communication with a more respectable inhabitancy; and the introduction at the same time of improved habits and a freer circulation of air, will tend materially to extirpate those prevalent diseases which are now not only so destructive among themselves, but so dangerous to the neighbourhood around them.

In connexion with this part of the subject, Your Committee have also had their attention drawn to the state of the drainage in some parts of the Metropolis.

It is a matter of great reproach, that in a city justly boasting of its general superiority in this particular, there should still exist many places in which the drainage is defective, and some in which it is even altogether wanting. This was shown to be the case by the evidence taken by the Committee of 1836, and it will be found strongly confirmed by that which is annexed to this Report. Your Committee would, indeed, have felt it to be their duty to insist more at large on this important point, if the attention of The House had not at this present time been particularly drawn to it by a Report from the Poor Law Commissioners, in which this subject has been particularly adverted to. (Paper 539 of the present Session.) In that paper, the statements of Dr. Arnott and Dr. Kay afford ample illustrations of the extensive mischief occasioned by imperfect drainage, showing that, in point of fact, the habitual prevalence of some malignant diseases are conterminous with the limits within which that defect exists. It is almost unnecessary to remark, that the remedy for this grievous evil will immediately follow the opening of new communications for the greater convenience of public intercourse through districts in which it exists. The drainage indispensably requisite for a good new street speedily effects the purification of the whole neighbourhood.

Your Committee are well aware that in order to accomplish a thorough reformation in the several particulars to which they are now adverting, in every part where these evils present themselves, greater changes must be undertaken than the most sanguine projector would venture to contemplate as being at present practicable. The alteration of an ancient city, with a view to adapt all its streets and buildings to the increased wants and improved habits of modern times, is a work of much greater difficulty and expense than the construction of a new town.

But Your Committee have pointed to these leading topics of consideration as indicating the general principles by which they have been governed in selecting and recommending to The House, from the many plans before them, those which they regard as having peculiar claims to the early attention of Parliament.

But while the Committee are not disposed to underrate either the difficulties or the expense attendant upon the execution of extensive plans of improvement such as they have been appointed to investigate, they cannot but derive from the experience of the last 25 years, in which such great changes have been produced in this city, a confident hope that whenever any alterations, within reasonable limits, can be shown to be urgently required or manifestly advantageous, the means of carrying them into effect, under the authority of the Government and with the support of Parliament, will not be wanting. The real advantages as well as the general satisfaction afforded by those remarkable improvements both in the Eastern and the Western Divisions of this Metropolis (unparalleled in the history of any great city where no accidental destruction had cleared the ground for a reconstruction of the buildings) have been so manifest that there is perhaps not a single one of its inhabitants who looks with regret at the outlay by which they have been accomplished, or who is disposed to weigh with dissatisfaction the slight additional burden by which he may have contributed to defray the

the charge of them, against the beneficial additions which they have made to the social convenience, the mercantile interests, the general health, and it may be added, to the individual enjoyments of the community.

Your Committee have endeavoured in all cases to ascertain by estimate the probable expense of each project presented to them, so far at least as the projectors themselves were prepared to afford the information ; but they are sensible that a much closer investigation, conducted by professional men, would be necessary before any such estimates could be much relied upon. They are not aware that it would be considered a part of their duty to suggest from what source the funds should be derived which might be required for the execution of any of these plans if adopted by Parliament. In their Report upon the rebuilding of the Royal Exchange, they recommended an arrangement which arose out of a suggestion submitted to them by a Committee of the Corporation of London. Parliament has been pleased to adopt that recommendation, whereby a fund of not less than £.300,000 (perhaps more) may ultimately be rendered available for these useful purposes, without any sensible addition to the burdens of the community. Of that amount, £.150,000 has been assigned to the alterations connected with the re-building of the Royal Exchange. The remainder will be within the reach of Parliament, for defraying the charge of such further improvements as it may think fit to sanction; and the Committee have much satisfaction in stating, that it will be sufficient to provide for the execution of some of the most prominently useful of those which they are about to recommend.

Your Committee trust that they may here be permitted to express their opinion, that the expense of local improvements even in the Metropolis (where they partake necessarily more of a general national character than in any other city or place) ought to be defrayed by some description, either direct or indirect, of local taxation. By this, however, they do not understand that the tax to be imposed for this purpose should be assessed exclusively on persons residing within the limits of the Metropolis. On the contrary, they consider that the inhabitants of all the districts immediately contiguous to London have, generally speaking, as great an interest in the improvement of its thoroughfares as those who are resident within it, and that they are consequently as much bound to bear a part of the expense of effecting them. They are in the habit of constant intercourse with and through London ; London is the market from which they are enriched by what they have to sell, and to which they resort for whatever they require for consumption ; their chief advantages and enjoyments are essentially connected with and dependent upon it; and they have therefore a common interest with all its inhabitants in those meliorations by which its channels of communication are rendered more convenient for commerce and for society.

With these views and feelings Your Committee did not hesitate to suggest the application of the existing Coal Duties for a few years to the objects recommended in their First Report ; and if they were now called upon to offer an opinion on the point, they would perhaps be disposed to concur in the judgment of some former Committees, that a small duty on the Coal imported into the Port of London for the consumption of its inhabitants and those of the surrounding districts, might be the most equitable mode of making provision for the improvements of the Metropolis.

The original construction of the City of London on a great navigable river, along the banks of which its habitations were gradually extended, seems to have determined the direction in which its main streets have always run, viz. from East to West ; and the circumstances which led to the enormous increase of its buildings on the Western side, thereby establishing a great city of opulent consumers at a considerable distance from what may properly be called the Port of London, from whence a large proportion of their supplies for consumption is derived, has contributed to maintain these as the main channels of communication. They are not more numerous, and only in a very few instances more spacious, than they were at the beginning of the seventeenth century. In the mean time, the traffic which passes through them has been augmented in a ratio which it would be difficult to estimate ; and while in the newly constructed parts of the Metropolis the wide and regular streets are generally sufficient for the

the purposes of trade and social intercourse, the channels through which the Eastern and Western Ends of the Metropolis communicate with each other, are overloaded in a degree occasioning very inconvenient delays, and sometimes total obstructions of no inconsiderable duration.

Even at the period of the great Fire in London the insufficiency of these lines of communication appears to have been already felt. In the plans prepared by Sir Christopher Wren and by Mr. Evelyn for the restoration of the City from Temple-bar to the Tower, in addition to a spacious quay, running from the Tower to the Temple Stairs, several parallel lines of streets from East to West were suggested, all of them of greater width than Cheapside is at the present time. The plan of Sir Christopher Wren will be found in the Appendix.

It is deeply to be regretted that the perverse self-interest of the citizens of London should have set aside those plans at once magnificent and judicious, and have thus lost the opportunity of removing defects which even then were productive of inconvenience, and which cannot now be remedied without very extensive sacrifices. It will be seen that one of the improvements recommended by the Committee as well deserving of attention, is a line which formed a part of the plan of Sir Christopher Wren, viz. a wide street from St. Paul's to the Tower.

The lines of communication by the larger streets from West to East at present are,—

First, From Cumberland Gate by Oxford-street, Holborn, Skinner-street, Newgate-street and Cheapside, and from thence by King William-street to London Bridge.

Secondly, From the Southern and Western parts of Westminster, by the Strand, Fleet-street and Ludgate-hill, to the point where the former line enters Cheapside.

Thirdly, From Hyde-park Corner, by Piccadilly, Coventry-street, Long Acre, Great Queen-street, to Lincoln's-inn-fields, where this line terminates as a great thoroughfare, and the traffic passes in small and inconvenient lateral channels into the two preceding lines. The obvious defects in these lines of communication are,—

First, The termination of the two continuous main lines from the West in one wide street only, viz. Cheapside, which is not of sufficient capacity to receive the traffic which they bear; inasmuch as it is itself not larger than either of the thoroughfares from which it receives these streams of circulation from the West, while, on the other hand, it is subject to a similar inconvenience at its Eastern extremity, where it receives the convergent circulation from King William-street, Cornhill and Threadneedle-street. It is consequently almost always obstructed.

Secondly, The abrupt termination of the line from Piccadilly and Coventry-street without any spacious outlet into the other great channels.

Thirdly, Two great defects in the Western streets, one of them at the end of Oxford-street, and the other at the end of Coventry-street.

To cure the inconvenience arising from the first of these deficiencies, viz. the insufficiency of Cheapside for the traffic passing through it, a plan has been laid before the Committee, which they have placed in the first class, on account of the great objects of public convenience which it proposes to accomplish. It is to create a new street from the South-eastern corner of St. Paul's Churchyard, passing through Distaff-lane, Little Friday-street, Basing-lane, Little St. Thomas-the-Apostle, and falling into Cannon-street at the corner of Dowgate-street and Walbrook; thence through Cannon-street and across King William-street to Little East Cheap, Tower-hill and the London and St. Katharine's Docks; thus completing the communication between the great Commercial Docks and Steam-vessel stations at London Bridge with the West End of the Metropolis, relieving Cheapside of a large proportion of the circulation (and that chiefly of the heaviest character) which now encumbers it, and leaving it comparatively free for the important traffic which more properly belongs to it, as the main communication from a great portion of the Metropolis with the Royal Exchange, the Bank of England and the Mansion-house. It would be difficult to overrate the conve-

nience

nience which these parallel lines of communication would afford (agreeing, as we have already observed, with a part of the great plan of Sir Christopher Wren) in facilitating the traffic between Whitechapel through the one, and between the Mint, the Tower and the Docks through the other, with the West of London.

The expense of this plan would undoubtedly be great, and the difficulties attending it not inconsiderable; but the objects to be attained by it are also great, and it is therefore, in the judgment of the Committee, well deserving of the most serious consideration of Parliament.

In order to improve and complete the line in Piccadilly and Coventry-street, the first alteration urgently required is not apparently very difficult of accomplishment, nor would it be attended with a very great expense, with reference to the great and obvious benefit that would be derived from it. The sudden impediment presented to this line at the end of Coventry-street—where carriages are obliged to diverge to the right or to the left, in order to find their way eastward, through narrow and tortuous streets, either by passing through Lisle-street and Newport-street into Long Acre, or through Whitcomb-street and Green-street, by St. Martin's Church, into the Strand,—is proposed to be remedied by carrying a broad street into the North-western corner of Leicester-square, and thence, from its North-eastern angle, in a direct line over the ground now occupied by Cranbourne-street, across Castle-street, and thence, south of Newport-street, to the junction of Long-acre with St. Martin's-lane; from which point a communication might, with great advantage, and apparently with much facility, be established with the Western extremity of King-street, and thence with Covent-garden. The continuation of this line to Lincoln's-inn-fields would be sufficiently convenient, through Long Acre and Great Queen-street, if a slight improvement were made at the point of junction between the former and the latter. But in order to complete this line, and to afford in other respects a considerable public convenience, a communication for carriages should be opened from Lincoln's-inn-fields into Holborn, either through Gate-street or through Turnstile. A lateral communication between Lincoln's-inn-fields and the Strand, by Newcastle-street and the New Church has also been proposed; and it appears to the Committee that, by affording a convenient opening for passing from either of the principal lines of thoroughfare into the others, it is highly deserving of attention. To whatever extent it may appear advisable to Parliament to sanction measures for effecting all the improvements suggested in this line, the Committee trust that no objection or difficulty will be interposed to prevent the early adoption of that part of the plan which relates to the opening from Coventry-street through Leicester-square. The present obstruction at that point ought not to be permitted to continue longer.

In the line by Oxford-street and Holborn, the inconvenience to which the Committee have already adverted presents itself at the Eastern extremity of the former; the passage from thence by High-street into Broad-street being narrow, winding and wholly unsuited for the traffic brought into it from either of the broad streets between which it effects a junction. It is here also that by the formation of a new, straight and spacious street into Holborn, suited to the wants of the heavy traffic constantly passing on this line, provision would, at the same time, be made, in a very great degree, for the important objects of health and morality, to which allusion has before been made. It is proposed to carry a street, of the same breadth as Oxford-street, through the district of St. Giles's called "The Rookery," to the end of Hart-street; from whence the passage into Holborn would be easy by Southampton-street, if it should not be thought advisable to adopt any of the proposals for making a new opening for that purpose. This new street might also be conveniently made part of a line of communication with Clerkenwell-green, by Theobald's-road and Liquorpond-street, where it would join a line proposed to be formed by the continuation of Farringdon-street northwards, thus connecting, by spacious and continuous streets, both the Western and the Southern Districts of the Metropolis with the great Northern Roads.

In the continuation of the line of communication through Holborn and Newgate-street to Cheapside, an obstruction occurs by the block of houses composing Middle-row, Holborn, and a considerable inconvenience is created by the rapid inclination of the ground at Holborn-hill. It appears to Your Committee that

that the removal of the former would be an improvement. To remedy the latter, various plans have been presented to Your Committee, which will be found in the Appendix. The Committee, although not prepared to offer a decided opinion in favour of any one of them, think it right to draw the attention of The House to the expediency of some alteration at this point as a matter of no inconsiderable importance.

It is satisfactory to the Committee to remark, that the part of these improvements which is the most essential, and which they consequently recommend for immediate adoption, viz., the street to be made through The Rookery, presents little difficulty, and may be effected at a comparatively trifling expense, on account of the very inferior character of the houses with which the ground is now covered. And this circumstance leads Your Committee to the general observation, that the facility and the cheapness with which the most important improvements before Your Committee can be secured are in direct proportion to the degree in which they embrace all the great purposes of amendment in respect of health and morals to which Your Committee have alluded, by the removal of congregations of vice and misery, and the introduction of a better police, inasmuch as the districts in which such alterations are the most pressingly called for, are those in which the new ground-rents to be created by the formation of good streets would the most amply compensate for the purchase of existing interests. This remark is peculiarly applicable to the next plan for improving the communications which run East and West, which Your Committee recommend to the notice of The House.

The large district comprehended between Whitechapel on the South, Houndsditch and Bishopsgate on the West, Church-street Spitalfields, on the North, and Brick-lane on the East, is inhabited by a population equal to that of many considerable cities. It can scarcely be said that it has any carriage communication through it, being covered with habitations of an inferior character, closely crowded together, without drainage, and presenting serious obstacles to the efficient action even of the best constituted police. A street carried through this district from the end of Sun-street to Whitechapel Church, would effect a very important improvement in it, while, at the same time, it would establish a useful thoroughfare; more especially if it were made to communicate at right angles with another street from Whitechapel, at the end of Red Lion-street, from which point there is a direct communication by Leman-street with the neighbourhood of the Docks, which might be rendered sufficiently commodious by the enlargement of that part of it which is occupied by Red Lion and White Lion streets.

In further connexion with the lines of communication between the East and West of the Metropolis, the Committee have had under their consideration a proposal for making new streets between the neighbourhoods of London and Westminster Bridges on the Southwark side of the River.

The Committee are strongly impressed with the importance of creating some better communication between these two points, not only on account of the great and increasing traffic in that direction, but for the sake of affording further relief to that which is now conducted along the streets which pass from East to West on the Northern side of the River, and over London Bridge itself. The plans for this improvement which have been submitted to the Committee, although singly there is perhaps none of them entitled to a distinct recommendation, furnish altogether very useful materials from which a line of street might be projected, crossing the great roads from the five Bridges, as they severally converge to the Elephant and Castle, and thereby shortening the distance from Westminster Bridge to each of the other. It is to be observed also, with respect to any line in this direction, that as it would, in great part, pass through a district not already much built upon, the expense of forming such a street at this time would be less considerable; whereas, if the opportunity presented by this circumstance be now lost, it might hereafter, when the want of it might be more pressingly felt, be very difficult of accomplishment.

Having observed thus much with regard to the more prominent improvements suggested in the lines of communication from East to West, the Committee desire to direct the attention of The House to some of the plans for affording greater convenience

convenience of intercourse between the Southern and Northern Divisions of the Metropolis.

In this direction they have considered that the Bridges might be taken as the Southern termini, and that the communications with Westminster Bridge, in particular, are deserving of the first attention, on account of the proximity of the Royal Palaces, the Houses of Parliament, and the Courts of Law. They have therefore assumed Charing-cross to be the point to which, in the Western part of London, those communications North and South ought to be carried. For the improvement of certain parts of Westminster to the Southward of this point, several plans have been presented to Your Committee, and they have received much evidence which shows that, both as relates to defects in the drainage, and as relates to the extent of disease, which is the accompaniment and consequence of such defects, and of the low and miserable habitations which are crowded together in those parts, there is an opening and a necessity for extensive alterations. But Your Committee refrain from entering into any particular examination of those plans, because the improvement of this district has formed the subject of a separate inquiry before another Committee, whose Report, presented in the year 1832, has not been referred to this Committee.

The number of representations addressed to the Committee, and of Petitions presented to the House of Commons, and referred to them, from parties interested in an improved communication between the North and South of London, would, independently of their own sense of the importance of that object, justify them in placing in the First Class of projected Improvements those which connect the three Western Bridges, Westminster, Waterloo and Blackfriars, with the North of the Metropolis.

The two great Railroads, which already open to the North of London, render these considerations more important than ever, in reference to social conveniencies as well as to commercial communications, since it is highly probable that a large portion of the traffic of the Great Western, and a still greater portion of that by the London and Birmingham Railroad, will pass the Eastern end of Oxford-street; towards this point, therefore, it is expedient to direct improved communications from the South and East of the Metropolis.

With this general view, Your Committee would recommend the two first of the following Improvements:

1. That the line of Saint Martin's-lane may be continued through Little Saint Martin's-lane across the Seven Dials, to Broad-street Saint Giles's, at the junction of Monmouth-street and King-street, and (the block of houses there projecting into the street with a narrow passage behind being removed) that the street be continued either through George-street or through Plumptre-street to the South of Bedford Chapel, where the first of the great improvements contemplated and recommended by Your Committee (in page vii. of this Report) would meet it at right angles.

2. The communication from Waterloo Bridge, Northwards, has already been greatly improved by widening and clearing the streets from the Strand to the North end of Bow-street; it is very important to continue that improved communication to the same point in Broad-street St. Giles's, to which the line sanctioned by Your Committee in the last paragraph is directed. The union of the two lines from Westminster through St. Martin's-lane, and from Waterloo Bridge through Bow-street, would here form the apex of a triangle. The communications between Oxford-street and the Strand, and between Tottenham-court-road and the Strand, would all be greatly improved by these lines.

It may be added that the inconvenience of access between the large squares and streets on the Bedford Estate, with the Courts of Law and Parliament, forms, not unreasonably, one of those considerations which justify Your Committee in recommending the first of these Improvements between the North and the South. The desirableness also of connecting the British Museum with the National Gallery, and the other repositaries of Art, has not been overlooked by Your Committee in placing this plan in the First Class.

To this effect, indeed, the Trustees of the British Museum made a representation to Your Committee, which was delivered on the first day of their sitting, and the Justices of Middlesex, in Quarter Session assembled, presented a Memorial with the same object.

The City of London has been long desirous of continuing Northwards the great Improvements for some years past in progress from Blackfriars Bridge. Those Improvements having been completed through Farringdon-street to the point of junction between Holborn and Snow-hill, the City Authorities introduced a Bill this Session into the House for the purpose of carrying the line of Farringdon-street in the same direction to the Northern boundary of the City. Your Committee consider that it is very important to extend this street still further North to the Clerkenwell Green, where, if the recommendations of Your Committee be adopted, another great line of communication, namely, that East and West, from the Eastern end of Oxford-street, would meet it at right angles.

In adverting to this proposed extension of the line from Farringdon-street, the Committee beg to call the attention of The House to the evidence concerning the very defective state of the drainage, and the consequently offensive condition of a part of the river Fleet, in the district through which this line would pass. Upon the grounds which have already been stated, that circumstance offers an additional inducement for giving encouragement to the prosecution of this line. The formation of the new street would lead to the perfect drainage of the whole district.

The Committee have thought it right, as well with reference to the ingenuity of the parties as to the importance of the subject, that they should annex to this Report the greater part of the plans which have been laid before them. It will be seen that they embrace a very wide field of proposed improvement, and that the points specifically noticed in this Report have reference only to a small portion of the designs of the several projectors. In some of these there is much merit, and the Committee have only abstained from bringing them under the particular attention of The House, because they did not appear to belong to that class which they have selected for notice as being specially calculated for the removal of great existing inconveniences, or for affording new facilities of pressing public importance.

In presenting this Report to The House, they deem it to be a part of their duty to offer some opinion with respect to the mode in which any of the proposed improvements, if they should receive the sanction of Parliament, may best be carried into effect. They have adverted to the fund of about £.150,000, which, after defraying the charge of the alterations in the neighbourhood of the Royal Exchange, will be available for these objects. Under the Act which has been passed on the recommendation of this Committee for effecting those alterations, the Corporation of London have been entrusted with the execution of them. That body was undoubtedly the most fitting for that particular purpose, on account of their connexion with the rebuilding of the Royal Exchange in their character of trustees (in conjunction with the Mercers' Company) under the Will of Sir Thomas Gresham, and also on account of their undertaking, not only to raise by means of their own credit the sum above specified on the security of a fund not available for some years, but to supply out of their own Revenues any excess of the cost of the works beyond the sum so assigned to them. These reasons not being applicable to the improvements of a more general character which are the subjects of this Report, Your Committee, after carefully weighing the benefits and the disadvantages which might attend the appointment of a separate Commission for these objects, have been led to the conclusion that they would be best conducted under the direction of the Commissioners of Woods and Forests, subject to the immediate control of the Treasury. The public responsibility of a great department of the Government, and the weight of its authority in deciding between conflicting claims as to the direction of the lines to be opened, would be obviously of great advantage. It is, moreover, a department which has had much experience in works of this description, and has at its command professional skill and official assistance by which it would be enabled to conduct such a business with less expense than would belong to it under a new commission.

2 *August* 1838.

NAMES of MEMBERS who attended on Days on which the MINUTES are not printed.

Mercurii, 7° die Februarii, 1838.

Sir M. WOOD in the Chair.

Sir R. Peel.
Mr. Pendarves.
Sir R. H. Inglis.
Mr. G. Palmer.

Lunæ, 12° die Februarii, 1838.

Sir M. WOOD in the Chair.

Sir R. H. Inglis.
Mr. Wakley.
Lord Lowther.
Mr. G. Palmer.
Mr. Pendarves.
Sir R. Peel.
Mr. Herries.

Mercurii, 23° die Maii, 1838.

Mr. HERRIES in the Chair.

Mr. G. Palmer.
Lord Lowther.
Mr. Pendarves.
Mr. Barnard.
Sir M. Wood.
Mr. Clay.

Jovis, 30° die Maii, 1838.

Sir M. WOOD in the Chair.

Mr. Herries.
Sir E. Codrington.
Mr. Barnard.
Mr. Pendarves.
Mr. Clay.

Martis, 24° die Julii, 1838.

Sir M. WOOD in the Chair.

Mr. Clay.
Sir R. H. Inglis.
Mr. Pendarves.
Mr. Barnard.
Mr. Herries.
Mr. Palmer.
Sir E. Codrington.

Jovis, 2° die Augusti, 1838.

Sir M. WOOD in the Chair.

Mr. Herries.
Mr. Pendarves.
Mr. Shaw Lefevre.
Sir E. Codrington.

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MINUTES OF EVIDENCE.

Veneris, 16° *die Februarii*, 1838.

MEMBERS PRESENT:

Mr. Pendarves.	Mr. Herries.
Mr. Barnard.	Mr. Shaw Lefevre.
Mr. Wakley.	Sir Robert Inglis.
Lord Viscount Lowther.	Mr. Clay.
Mr. George Palmer.	Colonel Evans.
The Chancellor of the Exchequer.	

SIR MATTHEW WOOD, IN THE CHAIR.

Sir *Robert Inglis* handed in the following Paper to the Committee:—

"February 10th, 1838.—AT a General Meeting—Present, His Grace the Archbishop of Canterbury, in the chair; the Earl of Aberdeen, the Earl Cawdor, the Lord Bishop of London, the Lord Fitzgerald, the Lord Ashburton, the Right hon. Sir Robert Peel, Bart., Sir Robert Harry Inglis, Bart., Henry Hallam, Esq.—Resolved, That the following Minute be transmitted to Sir Robert Inglis, and that he be requested to place it in the hands of the Chairman of the Metropolis Improvements Committee:

"The Trustees, understanding that a Committee of the House of Commons has been appointed, to take into consideration certain Improvements in the Metropolis, feel it to be their duty to express a hope, that, in the deliberations of the Committee, the question of affording to the public a more convenient access to the British Museum, and a view of the intended front of the new building, may receive just attention.

"*J. Forshall*, Secretary."

Mr. *Richard Lambert Jones*, called in; and Examined.

Mr. *R. L. Jones.*
16 February 1838.

1. *Chairman.*] HAVE you looked over the plan from Leicester-fields and St. Giles's?—Yes, I had a cursory view of it, but not a minute one.

2. Beginning at St. Giles's, and following it down according to the great plan, as printed in the Report?—Yes.

3. Have you got another map of St. Giles's?—I have. [*Producing it.*]

Mr. *Nelson* was called in; and produced his large plan, and a section of the valley of the Fleet.

Mr. *Pennethorne* produced his map of a line through Coventry-street.

Mr. *James Pennethorne*, Examined.

Mr.
J. Pennethorne.

4. *Chairman.*] WHAT are you?—An architect.

5. Have you taken a particular survey of the line of improvement from Coventry-street through Leicester-fields, and so on, as far as St. Martin's-lane?—Yes, I have.

6. Please to state what line you propose to go through, and then I will ask you the probable expense?—In the first instance, I propose to go from Coventry-street direct through Leicester-square, from Leicester-square to go along Cranbourne-court, without touching the north side of the court, and from thence, northward as far as possible on the high ground, to the end of Long Acre.

7. You would then make the north side of Cranbourne-alley part of the street —Yes.

Mr. *J. Pennethorne.*

16 February 1838.

8. It would be part of the great improvement?—Yes; all the houses there are to remain standing, for the sake of economy.

9. Do you know whose property that is?—I do not know whether the whole, but a great deal of it, belongs to the Marquis of Salisbury.

10. You state you can get into Long Acre; do you take down any part of Long Acre, commencing by St. Martin's-lane?—I propose to take down a portion of the commencement, for a great many different reasons, not only for that communication, but also to make an avenue for many purposes; to make a communication with Holborn and with the Strand from Piccadilly, and also from the east to the west of London.

11. Do you take down many houses in Long Acre; confine yourself entirely to that opening?—In Long Acre 11 houses would be taken down.

12. Mr. *George Palmer.*] There is a new built house you take down in one part?—There is a house just built that would have to come down.

13. Do you propose to go south of Newport-street; I suppose from Leicester-square into St. Martin's-lane, you go into St. Martin's-lane by the south-west angle of Newport-street?—Yes, entering exactly where the new house has been built.

14. Mr. *Herries.*] What, according to your view, would the line possibly be between Coventry-street and Leicester-fields?—As to expense?

15. Yes?—That would be the most expensive part of the line, because there are some very good houses to be pulled down, and there would be little comparative return; the cost of that would be full 35,000*l.*

16. Sir *Robert Inglis.*] Will you enter into the particulars of that 35,000*l.*, and state how you arrive at that view?—The way I put it down is this; I have considered what is the total rental of the houses at present, to the best of my judgment, and I have calculated what those rentals would be worth to purchase; from that I have deducted the value of the old materials and the value of the ground to be returned, making allowance also for the expense of the commission, and other expenses.

17. What is the result of that calculation; state how you arrive at that result; how many houses are there?—There would be 11 houses to be pulled down, the rental of which I suppose to be 1,570*l.* a year.

18. These 11 houses are in Sidney's-alley?—The south side, and partly in Princes-street and partly in Leicester-square.

19. Would it not be a more direct line, looking at the map now before the Chairman, to go south of Sydney's-alley, leaving untouched the houses lying on the north and south sides of that alley, and to disturb two houses only or three houses on the west side of Leicester-square, and two houses on the east side of Princes-street; just look at the map? [*The witness referred to the map.*]—The opening might be made by doing that perhaps more advantageously, but it would leave party walls on each side, and have a very bad effect.

20. Mr. *Wakley.*] By going through the houses, and leaving the jeweller's shop standing, the houses on the south side of Sidney's-alley, and only taking down the houses below that, you would pull down for the opening, you would have blank walls on each side?—Yes.

21. Mr. *Herries.*] Would not the houses be fronting the street then?—No.

22. Mr. *Wakley.*] There would be no blank if you leave the houses on the north side?—No, those houses must be left untouched.

23. *Chairman.*] Would those houses, in your opinion, be more valuable than they are now in the situation of an alley?—The houses on the north side, of course, would become a great deal more valuable.

24. Mr. *Barnard.*] Such an opening being made would give the shops a frontage?—It would most likely be of advantage to the houses on the north side of Sidney's-alley, giving them a frontage, and making them large shops.

25. Mr. *Herries.*] According to your view, in the first place, it would cost 35,000*l.*?—Yes.

26. Lord *Lowther.*] You say the rental is 1,570*l.*?—I suppose it to be so.

27. Mr. *Herries.*] Have the goodness to state how you arrive at the result that it

Mr. *J. Pennethorne.*

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it would cost 36,000 *l.*?—The calculation I have made states that 1,570 *l.* a-year to be worth 20 years' purchase, because it has to cover deficiencies, and to cover the loss from the different parties; it does not all belong to one party; from one party you would have freehold, and another leasehold; altogether you could not get it for less than 20 years' purchase.

28. Lord *Lowther.*] Have you calculated the good-will of those shops?—I have put down 5,600 *l.* as the good-will of that portion.

29. Mr. *Herries.*] It comes to how much?—Thirty-three thousand eight hundred is the amount I have got, which I believe is the full amount, after deducting the return, to which is to be added expenses.

30. State the gross amount, and then deduct the return; what would be the gross cost?—Thirty-five thousand eight hundred pounds.

31. What is the deduction?—The return would be 2,000 *l.*

32. Upon what ground?—Upon the ground on the south side of the street.

33. The ground-rent?—Not from the ground-rent; there is a house of Mr. Milnes, the carriage-maker, one-half would be left standing, and a new front would be put up.

34. The *Chancellor of the Exchequer.*] Upon what principle have you calculated the good-will at 5,600 *l.*?—I have put down 5,600 *l.* taking it altogether; I have put it down at what I have supposed to be the good-will: Hamlet's I take to be the principal good-will there; and then I have put down a sum for each house in Cranbourne-court.

35. Have you been conversant with the amounts awarded by juries in cases of valuation of good-will?—In a good many cases; I have seen that sort of thing done in the Strand.

36. Do you consider the 5,600 *l.* you have calculated as good-will in this case is taken in reference, not to a supposed valuation of your own, but to the actual amount awarded by juries?—I think it would be sufficient, even looking at it in that view.

37. When you say sufficient, are the amounts awarded by juries generally above or below what you, as a professional person, *à priori*, have calculated?—I believe that lately, in the improvements in the city, it has been very different; that good-will has been very much reduced; indeed, it has become more understood than it was; the amount paid for good-will formerly was very much misunderstood.

38. In reference to the present practice, is the amount awarded by juries, commonly speaking, above or below the amount which you, as a professional man, would have estimated?—That I hardly know; I have endeavoured, in making the estimate, to put it down as the extreme that any jury would give.

39. Mr. *Wakley.*] Could you make an estimate of the good-will without ascertaining the value of the business?—No, quite impossible; the only way I got this was by such a judgment as I could form.

40. Have you taken credit for the old materials?—I have supposed all the old materials, in every instance, to be worth half a year's rent; I have calculated 750 *l.* as the value of the old materials on that lot.

41. What is the estimate you have accounted for as good-will, and the expense; have you added the expense of carrying it into execution altogether?—No, the gross amount; the expense must be made on a certain line of estimate, including this as part only; I have put down a large sum for the expense of carrying the plan into effect.

42. What portion do you apply to this improvement?—To this improvement I should apply the amount of the old materials, and also ten per cent. upon 33,000 *l.*

43. Making altogether what?—That will be 750 *l.* and 3,300 *l.*

44. How much is the total of the improvements of which the Committee are now making inquiry?—It would be 35,800 *l.*

45. Mr. *Herries.*] According to your view, the improvements suggested would cost about 30,000 *l.*?—About 35,800 *l.*

46. After all deductions made?—Yes.

47. Mr. *Barnard.*] I think you seem to admit this plan would be efficacious, with the exception of the blank wall; could not the objection, the blank wall, be removed, and the plan be equally good and less expensive than the one at present?—The expense would most likely be less; but I do not think the communication would be so good, nor would the effect be so good.

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48. In your judgment, you would recommend the first plan?—Yes; because although I calculate for purchasing houses on the north side of Sidney's-alley, that amount perhaps might be reduced.

49. Lord *Lowther.*] Who is the proprietor of Leicester-square?—I rather think the Marquis of Salisbury.

50. Is it freehold?—I rather think it is; but I do not exactly know.

51. Mr. *Herries.*] Then your communication would pass straight along the north side of Leicester-fields?—Yes, leaving it untouched.

52. It would require no alteration?—No; and then, afterwards, along Cranbourne-court, leaving the north side of that untouched, pulling down the south side of it.

53. You were proceeding to state what your view of the expense of a further communication would be, as you have done with respect to the other?—The second division of the plan is from Leicester-square to Castle-street.

54. Lord *Lowther.*] From Leicester-square to Castle-street?—Yes.

55. Mr. *Herries.*] What number of houses would you take down?—The number of houses, supposing all the houses shown on the plan, which are not absolutely necessary, would be 30.

56. Thirty houses?—Yes; a rental of 1,930*l.* I make it.

57. Sir *Robert Inglis.*] Do you take it from the north-east end of Leicester-square?—It goes across to Castle-street.

58. To the corner house of Newport-street, St. Martin's-lane?—No, to Castle-street.

59. Are there 33 houses?—There are a good many small houses in a back court in Cranbourne-alley; there is a little court runs back into a narrow street; it would not be necessary to pull all these houses down, although it might be advantageous to do it.

60. Lord *Lowther.*] One thousand nine hundred and thirty pounds, you say, is the rental?—Yes.

61. Mr. *Herries.*] What expense would there be attendant upon that?—The total expense of that which I have got is 22,500*l.* of that portion of the street.

62. How do you arrive at that 22,500*l.*?—I have stated 1,930*l.* a year at 18 years' purchase; I have put it at that, because they are very bad houses; that would be 34,740*l.*; then the good-will of that part only, I only put down at 3,000*l.*; the total expense of that would be 37,740*l.*; then the return upon that will be 1,760*l.* a year, at 20 years' purchase, 15,200*l.*

63. *Chairman.*] Tell us how much per foot you have valued that?—I have put the ground at 3*l.* per foot.

64. The *Chancellor of the Exchequer.*] Three pounds per foot frontage?—Yes.

65. What depth?—The depth varies much; on an average it would be that.

66. Mr. *Wakley.*] How do you ascertain the usual rate of ground sold in the neighbourhood?—I believe it is less there than in many instances, for it is a back street, and not in a first-rate street.

67. *Chairman.*] Have you another division?—Yes, from Castle-street to St. Martin's-lane; I suppose the rental 1,410*l.* a year, for the purchase of about 11 houses.

68. Is that Newport-street?—South of Newport-street; 1,410*l.* a year would be 28,200*l.*; the good-will of that portion I have put down at 5,000*l.*, being the gross amount of 33,200*l.*, and the return upon that property would be 26,100*l.*

69. The *Chancellor of the Exchequer.*] Will you state the rental, and the number of years' purchase?—The return upon that property would be 435 feet, at 3*l.* a foot, being 1,305*l.* at 20 years' purchase; I am supposing they sell freehold and rent together; the Woods and Forests obtained 20 years' purchase only for 99 years.

70. Mr. *Herries.*] What is the rental of that?—Seven thousand one hundred pounds.

71. And the cost of that portion?—From Castle-street to St. Martin's-lane?

72. Put all these three together, and see what is the total cost from Coventry-street to Long-acre; state the three divisions from Coventry-street to Leicester-square, and give the result?—Sixty-three thousand four hundred pounds.

73. That would be the whole?—That would be the whole to St. Martin's-lane.

74. Mr. *Barnard.*] State the three divisions?—33,800*l.*, 22,500*l.*, and 7,600*l.*

75. Sir

75. Sir *Robert Inglis.*] State, in the first instance, the original cost, without deducting the return upon which you calculate?—The original cost, without any return?

76. From Coventry-street to Leicester-square, you say, 37,800*l*; from Leicester-square to Castle-street how much?—Thirty-seven thousand seven hundred and forty pounds.

77. From Castle-street to St. Martin's-lane?—Thirty-three thousand two hundred pounds.

78. Making an aggregate of how much?—Of 107,940*l*., without any return.

79. What is the aggregate of returns upon which you calculate?—The return would be 2,000*l*. for the first division; 15,200*l*. for the second division; 26,100*l*. for the third division.

80. Making an aggregate of 44,500*l*.?—Forty-four thousand five hundred pounds.

81. Leaving a balance of 63,440*l*. as the total estimated cost of the improvements from Coventry-street to St. Martin's-lane?—Yes.

82. Mr. *Wakley.*] Have you been employed in carrying into effect schemes of a similar kind?—I have not been employed myself, but I have had a great deal to do with the improvements in the Strand, and also, but not so much, with those in Regent-street; I was very young then, but they all went through my hands; I was under Mr. Nash for 14 years.

83. Lord *Lowther.*] Have you looked at the description of traffic causing interruption about Coventry-street?—The traffic in Coventry-street is enormous.

84. Have you looked at the particular nature of it?—It is principally stage-coaches and omnibuses, and also market-gardeners; it is a very serious stoppage, also, between Piccadilly and the Strand; it is the greatest stoppage to the Strand.

85. *Chairman.*] Is the intention to make the street of uniform width between Coventry-street and Long Acre?—I should think between Coventry-street and Long Acre it should be 60 feet.

86. That is, 60 feet from house to house?—It must not be quite uniform, because on the north side there is a curve; the houses are not quite straight, but as near 60 feet as possible.

87. Lord *Lowther.*] What is the width of Regent-street?—Ninety feet, from house to house.

88. But the part from Piccadilly and Pall-mall?—I should think it is about 90 feet there; it was meant to have been 100 feet every where.

89. *Chairman.*] Your estimate has been taken at 60 feet wide?—Yes.

90. That is, from house to house?—Yes, in the Strand the general average is 60 feet; in King William-street, Strand, it is 42 feet.

91. Mr. *Herries.*] How is it in Coventry-street?—It is rather narrow, not more than 42 feet.

92. Sir *Robert Inglis.*] The gross excess of expenditure on your return is in the first division of your plan, namely, from Coventry-street and Leicester-square?—One-half of it is.

93. Will you state to the Committee, so far as you have materials at present, what would be the difference if you take the line between Coventry-street, Leicester-square, to the south of Sidney's-alley, leaving untouched houses on the south side of the alley?—I suppose that would reduce the purchase from the rental of 1,570*l*. to purchase 720*l*.

94. In other words, you would reduce the cost one-half?—Yes.

95. Lord *Lowther.*] In either plan you should take Gibson's?—Yes; and then there would be rather a turning from Coventry-street into Leicester-square; Hamlet's shop stands there, and you would have to bend a little to get round it.

96. Sir *Robert Inglis.*] Would the curve be such, under any circumstances of the plan now suggested, as to prevent your seeing Leicester-square from the east point of Coventry-street?—I should think from Coventry-street you would see Leicester-square; I am not quite sure, but I think it would be so.

97. Mr. *Barnard.*] Do you think, from further consideration, and looking out of the plans, that that is the plan you would recommend?—I should much rather pull down the south side of Sidney's-alley; much rather.

98. Sir *Robert Inglis.*] Then, adopting the plan now suggested, it reduces the

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expense to something about 47,000 *l.*?—It would take off half; it would take about 18,000 *l.* from the amount I stated as the gross amount.

99. Making an aggregate of 45,000 *l.* odd?—Yes.

100. Have you studied the map now before the Chairman so as to be enabled to state to the Committee that it is accurate in all its bearings?—I have tried the map in a great many parts of London, and I have always found it accurate.

101. Mr. *George Palmer.*] With regard to Sidney's-alley in particular?—With regard to Sidney's-alley, I believe it is right.

102. And you tried it lately?—When I made that plan I believe I did.

103. Because, with regard to that, it is rather wrong?—I did not observe that.

104. Lord *Lowther.*] Is this your map?—No, it is not.

105. Mr. *Barnard.*] Have you, in the course of the examination of this map throughout the three divisions, have you been driven from any material alteration, which you would recommend as an architect, by the expense?—I have endeavoured to avoid expense; but I consider this as only the beginning of a very great work connecting all the improvements together; my plan is not only for one purpose.

106. My question goes to whether you consider the arrangements you have made with respect to the three divisions such as an architect you could recommend, or the consideration of the expense, have you been driven from something better in these three divisions which you could have recommended?—No, I do not know that I could suggest any thing, for I do not wish to alter it.

107. Sir *Robert Inglis.*] Look at your own plan, which now lies before the Chairman, and state whether, at the east end of Coventry-street, it is perfectly obvious that in either direction you would have a view of Leicester-square in the opening?—From Chamberlayne's shop you certainly would.

108. At the south-east part of Princes-street?—Yes.

109. Mr. *Shaw Lefevre.*] But not so from any point further westward?—No; but further westward you would always see this part of it.

Mr. *Richard Lambert Jones*, again called in; and further Examined.

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110. *Chairman.*] HAVE you looked over the plan, as drawn by Mr. Mountague, from Oxford-street to Broad-street, and so on, as contained in the Report?—Yes, I have looked at it in a cursory way; but, with great submission, I should say that plan wants to be further considered, because I think a better line could be found; I am quite sure a less expensive one.

111. Does that embrace this plan, the one you suggested (*pointing to a plan*)?—No, I never saw that plan before; in addition to which, there is another plan, taking almost the same point; those two plans I have here; I directed Mr. Mountague to make a sketch of one which I think is Mr. Horwood's, which would be the better line; it would relieve Holborn much more than the line laid down in the printed plan; the line laid down in the printed plan comes down to this point (*describing it on the plan*), which does not relieve it; it would there bring a large quantity of persons a short distance, and then there would be a check; from my knowledge of traffic, the more you can bring parallel lines, and the more extended, the better; the line here made, which goes down Southampton-street, would be splendid, and would take away from this point (*describing it on the plan*); according to the cursory view I have given of it—I have not entered into a deal of calculation—I am prepared to state that, even purchasing the houses in Saint Giles's to carry the printed plan into execution, would be more than carrying the whole line across here, and the communication would be much less affected.

112. Sir *Robert Inglis.*] Have the goodness to state if the plan you allude to is the one marked No. 5, in the printed Report of the 2d of August 1836?—Yes.

113. The plan now before the Chairman, upon which you are giving evidence, takes the eastern end of Oxford-street, and turns on one side, passes through Buckridge-street, and terminates at the junction in Peter-street, Hart-street and Queen-street?—Yes.

114. *Chairman.*] You state you have a line similar with that?—Yes.

115. That corresponds pretty much with Mr. Nelson's?—Yes.

116. Have you thought upon it sufficiently to form a judgment generally about the expenditure of taking it upon this principle?—No, I should say not.

117. Sir

117. Sir *Robert Inglis.*] You state that that plan which is on the table, Mr. Pennethorne's and the plan you suggest accords generally with Mr. Nelson's plan?—Not exactly, but nearly.

118. Do you mean nearly the same, so far as the south end of Bedford chapel; that is the point?—Yes.

119. Mr. *Herries.*] Have you considered the various plans for effecting this communication?—Yes, I have looked at those which have been printed generally.

120. And thought a good deal upon the subject?—I have, and I think that many of them want further consideration before they ought to be adopted.

121. But, upon the whole, you think that a longer line than that which was suggested to the Committee which formerly sat upon this subject, and shown in that printed paper, you think that a longer line of communication would be preferable, coming into Holborn further eastward?—Certainly.

122. Lord *Lowther.*] More convenient for the public?—Yes, more convenient for the public.

123. And cheaper in its execution?—No, I should not say cheaper in its execution than coming into an old line; but I think the bringing new lines, too many, into an old line, would be leading to great confusion; that is why I recommend the plan which I have altered upon Mr. Horwood's plan, because it leads the public generally by a parallel line much longer than the one through a straighter line.

124. Mr. *Shaw Lefevre.*] Does yours communicate from the eastern extremity of Oxford-street to Hart-street, Bloomsbury?—Yes.

125. It then communicates with Holborn down Southampton-street?—Yes, there might be two ways; there is an opening in the middle of Southampton-street, or you might go to the northern corner, and down the whole of Southampton-street; there are two ways.

126. Mr. *Herries.*] Do you know if any estimate has been formed of the communication you have been adverting to?—I do not think there has.

127. No general view taken?—No.

128. Lord *Lowther.*] How long should you be preparing an estimate?—I should say a week.

129. Do you think in the course of a week you could accomplish it satisfactorily?—O, yes.

130. Mr. *Herries.*] You have been adverting, amongst other plans, to Mr. Pocock's, and to a plan by somebody else?—Mr. Nelson's, and a suggestion which embraces my own.

131. There are three you have in view, besides the plan submitted to the Committee in 1836?—Exactly so.

132. You consider that the plan submitted to the Committee is the least advantageous of any of those which you have had under your consideration?—Why, I think some portions valuable ones.

133. Do you think that the communication laid before the Committee in 1836 is the least desirable of the several plans that you have had under your consideration?—Which do you allude to?

134. Number 5?—I should say, decidedly so.

135. Mr. *Clay.*] I wish to inquire, whether it would not be desirable to widen the east end of Lyon-street, so as to give readier access from Holborn into Hart-street?—Decidedly, it is worth consideration, and it would be a short cut into Holborn.

136. Mr. *Herries.*] You have had this matter under consideration?—I have.

137. What have you to suggest to the Committee respecting an improvement in continuance of the line of communication from the point in Holborn last under our consideration and the city?—The first object that strikes my view is the plan No. 8, which embraces Middle-row, and, with great submission, I think that is not worth the money required to take it down; that the public would not have benefit in proportion to the cost of those buildings, there being a good carriage-way now existing, and it will only relieve the footway.

138. Is it not found, by experience, that the narrow part of the road occasioned by that Middle-row very often creates a stoppage in the traffic of Holborn?—I have never seen it.

139. Do you know the width of that part?—I should say about 10 or 12 feet in Middle-row, the footpath.

140. But the width of the carriage-way?—Forty feet from house to house.

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141. Can you tell what is the breadth of the communication before you come to that part from the westward?—Seventy feet.

142. And from the eastward?—One hundred feet.

143. Then does it not appear to you, that a communication of 100 feet on the one side and 70 on the other, intercepted by a communication of only 40 feet, is likely to create great inconvenience?—Why, in the first place, there is too large a space in the east end, more than is necessary, and occasions great inconvenience to the public in crossing it; large crossings in populous places are a great nuisance; from the experience I have had, I should say, that the public require large carriage-ways, but no public carriage-way could require to be 100 feet in such a situation as that.

144. I want to know, whether a sudden diminution from 100 or 70 feet to a much narrower communication is not frequently the cause of interruption?—I should doubt about the interruption; but taking that bulk of building, it is very unsightly.

145. Coming from 100 feet suddenly into 40 feet?—Yes.

146. What estimate have you formed of that?—Why, I have taken no more than a cursory view; but, looking at it as property, it would be very expensive, because there is a double frontage.

147. Suppose the whole not removed, might the communication be improved by the removal of part, so as to remove some of the inconvenience that is now supposed to be occasioned by the narrow passage?—No doubt of it; I think if you were to remove at the west end as far as three houses, it would be a very great improvement.

148. Do you think that a partial removal of Middle-row would be advantageous?—Decidedly so.

149. Mr. *Clay.*] Would the difference in the expense be considerable of a partial or total removal of that bulk of houses?—There are 19 houses upon the bulk of that island.

150. But my question refers also to widening the carriage-way abreast of the whole line of it, that is to say, taking down a portion of the island, or the whole of the island, and cutting it longitudinally?—Then I think it would all tumble down together.

151. Mr. *Herries.*] Your view of a partial removal was directed to taking entirely away some of the houses on the western part of that bulk of houses?—Just so.

152. But not dividing it?—It never would do to attempt to cut it.

153. Mr. *Clay.*] But supposing it was considered advantageous to cut that island longitudinally; do you think there would be much difference in taking down a part, and then the whole?—No, I think not.

154. *Chairman.*] Would not the value of the houses that would stand in the wide part of Holborn, remaining on the left hand, as you come from the east of that alley, would they not be much more valuable than the back houses; those that would be open to the principal street, would they not be much more valuable?—They would be certainly improved, but not to the extent that would strike the eye.

155. Then your mind is more directed to the great expense that you conceive it would cost; that it would cost more than it would be beneficial?—Than the public convenience would be benefited.

156. You think the money expended here could be made more available?—Yes.

157. Mr. *Herries.*] You have a further objection, if I understand, to it, that the crossings are already very wide; you think the other part of the street already too wide; that of itself would be an objection, inasmuch as from Gray's-inn-lane the crossing would be inconveniently wide?—No doubt about it; but, at the same time, the narrowest part might be improved by taking down three houses.

158. Do not you think that inconveniently wide crossings may be considerably diminished by there being some resting-place in the middle, in the way of a lamp or monument of any kind, where a foot-passenger can make an intermediate stoppage for safety in making the crossing?—No doubt about it; I have often thought of something of that kind.

159. If this improvement were made we are now considering, the traffic in that line would be more considerable?—No doubt about it.

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160. Will you have much difficulty in preparing an estimate of the cost of moving Middle-row?—No, not at all.

161. Sir *Robert Inglis.*] According to the plan suggested in No. 2?—Yes; I would venture to suggest the plan No. 10 would be a great relief to the public, a great benefit, and would not interfere with the intended improvement of the new street to the north, but rather assist it.

162. That plan consists of a viaduct?—Yes, of a viaduct commencing from a little below St. Andrew's church to Farringdon-street, and ending at Sea-coal-lane; there is a plan of Mr. Mountagu's, Mr. Pocock's, which is published with the others, No. 10, to which he has not put his name, and which is certainly an excellent plan.

163. *Chairman.*] As regards the plan No. 10, do you propose carrying it into effect as here laid down?—I should say certainly.

164. Mr. *Herries.*] Have you fully considered this plan?—I have looked at it in various ways; I think it is a plan that accommodates almost all parties, because, on the one hand, it accommodates parties who are going in the east, who can avoid that great nuisance, Holborn-hill, and leaving a road, at the same time, for those who are desirous of going down Holborn-hill to Smithfield, or up Holborn-hill to the west; there are two roads, the upper and the lower road; on the one hand, the retail dealer will not be injured by retaining the traffic of that great avenue; on the other hand, it will be a great convenience to the public by such a plan being adopted.

165. Is the road wide enough to admit of dividing it into two parts?—Just so; because it is relieved, first, on the southern side of Shoe-lane to Farringdon-street; then again, as regards the northern, by taking down that mass of houses at the corner of Chick-lane or Field-lane, to the King's Arms at Holborn-bridge.

166. Then your answer to my question is, that it is necessary to widen it?—Yes, for the purpose of taking a part on the north side, which projects very irregularly.

167. Have you paid attention to the probable expense of effecting those changes?—No, not at all.

168. Then, when you say you think it desirable on account of the communication, it is the sufficiency of communication?—Yes.

169. But without reference in your mind, at present, to the expense?—Yes.

170. Mr. *Clay.*] Would not the expense, in this particular case, be in a great measure repaid by the valuable frontage that would be created by the streets so made?—There would be a return by some on the southern side, a considerable one there; and a return on the northern, but not to any extent, looking at the large outlay that would be required, because it must be a work of considerable expense.

171. And liable to some expense also to keep in repair?—Why, I should say, looking at the ordinary pavement rates, it would be amply compensated for.

172. Still there would be some considerable increase in value to set off against the outlay?—No doubt of it.

173. Sir *Robert Inglis.*] Have you any experience with respect to the value of property as affected by a viaduct immediately before it?—No, I do not recollect.

174. Do you conceive there would be any considerable decrease in the value of property before which a viaduct was made?—If it was in a large proportion, I should say possibly it might affect it.

175. Taking it in a sense of depreciating?—Yes; but here there would be a very small proportion on the face of it, because it would be in the centre of the contemplated street which the corporation of London have agreed to apply to Parliament for; the new houses on the northern side would have their fronts in the great street which will be proposed to go towards Clerkenwell-green, and on the southern side it would be on a level with the proposed viaduct. I would refer, with respect to the expense of the viaduct, to a person, Mr. Pocock, who has prepared this plan, who would be prepared to give an estimate by the time I should be prepared to give an estimate of the houses.

176. Would the proposed viaduct have a foot-way as well as a carriage-way?—Both.

177. *Chairman.*] Now we have got to Farringdon-street; the city having applied for a Bill to carry the improvement from Farringdon-street to West-street; is this the line you would recommend in No. 3, in continuation to Clerkenwell Sessions-house?—That I have not looked at; there are three lines proposed; and

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my recommendation to the city was to take this line, which has been adopted by the city in the first instance, which was applicable to any of the three lines, and therefore, whichever was determined upon, either west, north or south, is applicable to any one; I have not looked at the northern line, so as to give an opinion on it.

178. Then you have not formed any idea about the expense that would be incurred in either of these lines, either from one or the other, to Clerkenwell?—Certainly not.

179. But in the event of the city having this Bill passed through this House for this improvement, would it be at all complete if it is not continued on to Clerkenwell-green?—Certainly not; I would say further, that I am quite sure the corporation of London would not venture to begin a street on the city boundary, if they imagined that it would not be taken up by Parliament, or that there would be other means to have it continued in a line northwards.

180. The city having determined to build West-street, with the intention, some time or other, when the whole line is completed, for a north road, communicating either with Clerkenwell Sessions-house, or through Clerkenwell-green, by the church, what is your opinion of the importance of that line to the public at large?—I should think there is no doubt the public would receive a great benefit from it; I think the inquiries I have made of me by people living northwards almost daily, as to whether it will be carried into effect, shows that they have in anticipation such a plan.

181. Colonel *Evans.*] You think that the city are likely to complete their arrangements of it?—Yes, as far as West-street.

182. Mr. *Herries.*] Have you fully considered every plan that has been suggested for the continuation of that road northwards?—No, I have not, and for this reason, that the line the city has agreed to carry through is that line which any of the three plans which have been presented to the Committee may be taken up to and joined, if we can find only the means of doing so, as far as the boundary; but I never went into the consideration of these three plans.

183. You are not able to offer any opinion as to the best mode of continuing the line?—Decidedly, I should say Clerkenwell-green.

184. That is to say, in a straight line west to the plan marked No. 3, presented to the Committee in 1836?—As far as I have been able to consider it, that would be the best line.

185. Do you mean to say it is the best line in point of direction, and also the best line for convenience and economy?—Why, I do not say as to economy; you may take a less expensive one if you were to carry it to Cow-cross than into Saint John-street; that would make a great improvement in Saint John-street, which is now very bad.

186. Sir *Robert Inglis.*] Then you must take a great circuit to avoid Clerkenwell-green?—Certainly.

187. It would be a totally different plan from that to which you have directed the attention of the Committee?—Yes.

188. Mr. *Herries.*] Would the difference of expense be commensurate with the loss of so useful a communication?—I should say the straight line would be the most admired; but with respect to expense, I should say the straight line would be the most expensive.

189. Would there be a public convenience attending a straight line adequate to the great expense?—I should say not.

190. Is not Clerkenwell-green a spot peculiarly convenient, from which different lines might converge?—Certainly it would lead to different convenient accesses to the west end of the town, by Coppice-row and Battle-bridge; and a direct line might be made, commencing from Clerkenwell-green up to Islington.

191. Might not Turnmill-street be used as a part of the line of communication, by making a comparatively small deviation, instead of taking a straight line to come by the right angle at Cow-cross?—Certainly it might, at much less expense.

192. *Chairman.*] You say this blue line is near the River Fleet (No. 3); would it not be of great importance to bring this River Fleet in a straight line down to Blackfriars-bridge?—No question about it.

193. What part of the Fleet is still uncovered in the city of London?—From the back of the King's Arms; I should say, from the south end of Chick-lane up to West-street.

194. It is a great public nuisance, is it not?—Yes. Mr. *R. L. Jones.*

195. Did not the Finsbury commissioners say, whenever a line of improvement was made, or any line in which they could lay down sewers, as far as the county of Middlesex went that they would make sewers in a straight line?—Yes, they have begun an improvement; they have also carried into execution an improvement of the Fleet Ditch, upon Lord Calthorpe's property; they have covered it up to Bagnigge Wells. 16 February 1838.

196. The whole, therefore, of the Fleet Ditch, that dreadful nuisance, will be entirely covered? — Yes, and the whole neighbourhood derive great benefit from it.

197. The advantage of having a right line for the River Fleet, is not that a consideration to be taken into account, in considering whether it would be well to have a perfectly straight or a diverging line to Turnmill-street?—Certainly, a straight line is better for any sewerage; but whether the curve in Turnmill-street be of a nature to be objectionable, is a question which I cannot answer.

198. Will you describe to the Committee the quality of property in Plan No. 3, the kind of houses?—They are of a bad description; I should think, upon an average, not more than 10*l.* or 12*l.* a year.

199. Is there not an amazing quantity of wretchedness there, and every possible description of filth and dirt?—A portion of it is as bad as any in London, I should think.

200. Sir *Robert Inglis.*] Looking at the map upon the table, and directing your attention to the point where, in the first part of your examination, you stopped, namely, the point of junction between St. Martin's-lane and Long-acre, will you point out to the Committee, upon this map, whether there be any, and what, line, which you would recommend them to take, in order to join that part of Hart-street, Bloomsbury, to which you were asked by the Committee in your previous examination, namely, in reference to the communication between Oxford-street and Hart-street, to direct your attention?—I should say, commencing at the southern end of Little St. Martin's-lane, thence northward from Little St. Andrew's-street, cross Seven Dials, into Great St. Andrew's-street, thence into King-street, and then into Broad-street, and commencing at the southern end of Plumtree-street, which would be required to be widened up to the point of Bedford Chapel, to the south-east end of that chapel, or, rather, I should say, for the first six houses up Plumtree-street.

201. Do you perceive any advantage in this plan, in reference to connecting the same with the line now commenced from Waterloo-bridge to Long-acre?—Yes, certainly, because it would lead to further improvements on the southern side of Broad-street down to Long-acre.

202. Have you directed your attention to the expense of completing either or both of those plans?—Certainly not.

203. In forming your estimate, which, by permission of the Chairman, you are now requested to do, in reference to both plans, do you consider that it is expedient to take the eastern side of Hanover-street, Old Belton-street and New Belton-street?—I think it would be, certainly, less expensive, and would also give the public the necessary accommodation.

204. And in taking the line from St. Martin's-lane, you would pass straight through the Seven Dials?—Yes; and we should also require to widen part of Little St. Martin's-lane.

Mr. *Nelson*, called in; and Examined.

205. Sir *Robert Inglis.*] HAVE you formed any estimate of the value of property in making the line from the north end of St. Martin's-lane through the Seven Dials into Broad-street, St. Giles's?—I am forming an estimate for that purpose. Mr. *Nelson.*

206. *Chairman.*] You have formed some estimate of the various lines?—I have formed an estimate of all the lines, except those coloured blue.

Lunæ, 26° *die Februarii*, 1838.

MEMBERS PRESENT:

Mr. George Palmer.	Mr. Wakley.
Sir Robert Peel.	Colonel Evans.
Lord Viscount Lowther.	Mr. Clay.
Mr. Herries.	Mr. Pendarves.
Admiral Codrington.	Mr. Barnard.
Sir Robert Inglis.	Mr. Hall.

SIR MATTHEW WOOD, IN THE CHAIR.

Mr. *Richard Lambert Jones*, again called in; and further Examined.

Mr. *R. L. Jones.*

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207. Mr. *Herries.*] DO you produce plans of the proposed improvements in the neighbourhood of the Royal Exchange?—Yes.

208. State in what manner these plans originated?—In consequence of the calamity which occurred to the Royal Exchange, the corporation of the city of London on the one part, and the Mercers' Company on the other, being trustees for the Royal Exchange, thought it right to draw their attention to what the public convenience required in the neighbourhood.

209. *Chairman.*] Did the corporation form a committee for that express purpose?—Certainly, they communicated and consulted with the Mercers' Company; the Mercers' Company's committee and the committee of the corporation met on the subject, and plans of a similar kind were produced before them, and they considered that if Government or Parliament would find means for that portion of property, which, in their opinion, was required to be taken down to be thrown into the public convenience, they would feel justified in applying to Parliament or Government for that purpose; and inasmuch as the position of the Royal Exchange, as it stands now, so much obtrudes itself on the northern side, as well as on the southern side, there would be great accommodation rendered by the alteration of the site of the Exchange, taking off on the northern side some portion, and on the southern side another portion; but to enable them to make an Exchange, with perhaps a larger area, there must be an encroachment on the western side, and an encroachment on the eastern side; but these buildings, which ought to be taken down for the public convenience, are of a nature which would render great accommodation to the public, by, on the one hand, throwing a large open area on the western side of the Royal Exchange, the whole of Bank-buildings, and on the eastern side by taking down various houses in Cornhill, to the extent of the western side of Freeman's-court, and to carry it right through into Threadneedle-street; that would enable them to form a street from Cornhill into Broad-street, which is so much required, and so that the Royal Exchange would stand altogether entirely clear of buildings; it would also enable a greater accommodation to be given to the eastern side of Threadneedle-street, it being the great northern traffic entrance of London, from the west to the east, which is now so remarkably narrow, that not more than one cart can pass; that would enable them to throw a great portion of that into the street on the eastern end of the Exchange, as well as on the western end of the Exchange. It certainly will destroy property of great value; but, looking at the inconvenience the public is now put to by the want of such a road, they feel justified, looking at what former Governments have done under similar circumstances, and as respects the position of this trust, the trustees who are the trustees for the Royal Exchange, as in the case of the London-bridge trustees, the London-bridge trustees were enabled to rebuild the bridge; they applied to Government and Parliament, and said, "We are willing to build the bridge, but we think that the Government ought to assist us in rendering suitable approaches to that bridge;" the Government did think so, and they gave an aid, in the first instance, a vote of 150,000*l.* out of the Consolidated Fund, and the Parliament also gave a further sum of 42,000*l.* and by giving them a power to raise a million of money, which sum has been raised, and has been the means of the improvements which have been made from

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from London-bridge through the borough and Southwark to the city of London; but looking at the confined space, and the accommodation which is now so much required, we think that Government or Parliament ought to find means for this purpose; and from the estimate I have made of this I should say that it may be completed for about 200,000 *l.*

210. You have not stated to the Committee, that the corporation and the Mercers' Company are willing to build the Royal Exchange?—The trustees of the Royal Exchange are quite willing to re-build the Royal Exchange on a very splendid scale, suitable to the mercantile demands and the commercial interest, and which we conceive can be done for the amount of 150,000 *l.*; the Mercers' Company, as well as the corporation, have great claims upon the trust from the time of the great fire of London, which have never been repaid; there is now a debt due to the corporation, I am prepared to say, of upwards of 100,000 *l.*, but still they are willing to sacrifice that, looking at the advantage to the commercial interests which would arise, and are also willing to give their share of building a new one, to that amount.

211. Mr. *Herries.*] You mean the trustees of the Royal Exchange?—Yes; the trustees of the Royal Exchange are indebted to the Mercers' Company and the city of London; when the great fire of London took place, there was no such provision at that time as now, of insurance offices, and consequently all the Exchange was destroyed, and there was no other means of getting the money.

212. *Chairman.*] And there is now the sum of 100,000 *l.* due to the corporation?—Yes.

213. Can you speak what sum is due also to the Mercers' Company?—I am not prepared to say, but I believe there is a large debt due to them; I have heard so from the clerk of the Mercers' Company, but notwithstanding that, there is a disposition to meet us in the way we proposed.

214. Mr. *Palmer.*] The receipts have been in equal moieties, then, to them?—Yes.

215. And the expenses have been in equal moieties?—Yes.

216. And you say that there is 100,000 *l.* due to the city, and that the same amount is due to the Mercers' Company?—That I am not prepared to go into, for this reason: I believe the Mercers' Company applied to Parliament for the sum of 70,000 *l.* or 80,000 *l.* for aid, and that Parliament granted them 3,000 *l.* for a great number of years; how far that repaid off the original debt I am not prepared to state; but in addition, as I observed before, to the debt which now remains unpaid after the great fire of London, there have been subsequently repairs to the extent of 50,000 *l.* within these 14 or 15 years, a great portion of which the Mercers' Company borrowed; and, independent of their outstanding debt, they have also 60 or 70 houses.

217. Mr. *Herries.*] You are not prepared to state how the account stands as between the trustees of the Mercers' Company and the trustees of the city of London?—No.

218. With respect to the sum you have just stated of 100,000 *l.*, which is still owing, are you prepared to say that the city of London are willing to abandon that claim?—Yes; and in addition, to subscribe their moiety for rebuilding the Exchange.

219. *Chairman.*] About how much will there be from the insurance offices towards that 150,000 *l.*?—Forty-five thousand pounds, and we are led to believe that that sum will be paid.

220. Whose money is that?—The trustees'.

221. You are now speaking of the trustees?—Yes; if there is no salvage of any kind, which I apprehend there is not, we should claim a sum from the Royal Exchange Assurance, and other companies, to the extent of 45,000 *l.*, which will go towards rebuilding the Exchange.

222. Mr. *Wakley.*] Upon what condition was that 190,000 *l.* granted out of the Consolidated Fund, towards building the approaches to the bridge?—There were two votes, 150,000 *l.* in the first instance, and 42,000 *l.* in the second; it was thought desirable the bridge should be widened six feet, and in consequence Parliament granted 42,000 *l.*, and in addition for those six feet; the other was entirely given for the approaches, and we were in possession of documents to show that.

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223. *Chairman.*] Was it an absolute grant?—Yes.

224. Mr. *Wakley.*] Upon what terms did you raise the million of money?—By the coal duty, which is 8*d.* a ton, and that we negotiated with the Bank of England.

225. Mr. *Herries.*] It appears, on the face of the plan, that the Bank of England will be convenienced materially, if not benefited, by the alterations which you propose to make in the site of the Royal Exchange, inasmuch as this narrow place where the Exchange now stands, and encroaches on the Bank of England, will be widened?—Yes.

226. The Bank of England, therefore, have some interest in coming forward and contributing their aid towards defraying the expense?—Why, as respects their convenience, one of their entrances is to the westward, and their other entrance is on the north, and I think they might say "We have got all we wish; it is no convenience to us, though it may be to the public."

227. Mr. *Wakley.*] You say, in order to carry the improvements suggested into effect, that the sum of 200,000*l.* would be necessary?—Yes.

228. How do you propose to raise that sum?—That is not for me to say; that is a question for the Chancellor of the Exchequer; we applied, as we always have done, for the aid of Government or Parliament for the purpose.

229. Mr. *George Palmer.*] It is clearly understood that 200,000*l.* will be raised, or thereabouts, by the country somehow or other, to accomplish what you propose?—Certainly.

230. From which there will be no return except the public convenience, that is to be expected?—Certainly not; because, although the trustees will possibly possess some portion of the ground which is to be purchased, they will have to give up a large portion of their present ground for the public convenience, as I stated before, on the north side and on the south side.

231. Mr. *Wakley.*] Upon what conditions are the public now admitted into the Royal Exchange?—Upon no conditions at all as to payment of money.

232. Is it quite open?—Quite open.

233. Upon no terms at all?—No terms at all; we have been applied to to let this building to a public company, but it was at once rejected, from a belief that if it was let to a public company, that the merchants and persons frequenting it might be charged from 2*l.* 2*s.* to 5*l.* 5*s.* a year by way of rental; therefore, we said "As these trusts have been in our hands for several hundred years, for the benefit of the commerce of the country, it will not be wise in us to attempt to risk that, and be the means of establishing a charge to which people hitherto have not been subject."

234. Mr. *Barnard.*] I understand that 200,000*l.* is to go for the approaches, and 150,000*l.* for the building?—Just so.

235. Which the Mercers' Company and the corporation are willing to raise themselves?—Yes, themselves.

236. Looking to Government for the approaches?—Yes.

237. *Chairman.*] You have stated that applications have been made to the city of London by a public company to rebuild the Royal Exchange?—Not by a public company, but several individuals have said, "Give it to us, and we will do it."

238. Persons who propose it for a public company?—No doubt.

239. Now, have you heard, or can you state positively, any sum that has been calculated which a public body would be ready to give for this site?—No, I have not positively heard any; I have heard a great many people say they could get a vast remuneration from it.

240. Mr. *Herries.*] But have you heard any specific sum that persons would give for the site of the Royal Exchange?—Yes, for the site for building what they may think fit, so as to render it suitable to the accommodation of various offices.

241. But for the purpose of a Royal Exchange?—Yes, under such conditions as they put it to.

242. Subject to levying some contributions upon the merchants?—No doubt about it.

243. Mr. *Wakley.*] What is the value of the property that would be actually destroyed to make these improvements?—Near to the extent of 200,000*l.*; I suppose you could not put your finger upon so valuable a site in London.

244. Mr. *Herries.*] That would be the whole of the expense?—Yes.

245. The whole of the expense would consist in abolishing all that block of building?—Yes, I can give it you a little more in detail.

246. Do, so?—In Cornhill there is Bank-buildings, which is coloured blue, at the western end of the Exchange.

247. *Chairman.*] Have you considered the value of taking down that block of buildings?—Yes, I have, in order to make up a total, gone into a great examination, but it is not quite prepared; I can give you some account of it.

248. Mr. *Herries.*] State it in your own way?—The Bank at the eastern end, as I stated before, and the site of the Royal Exchange to Freeman's-court, which embraces four houses in Cornhill; then there is Sweeting's-alley; the whole of the houses down into Threadneedle-street; then there is the Exchange-building, which is a large mass of building built with stone, which is let out as counting-houses, and is extremely valuable property, being occupied by stock-brokers and merchants; and Sweeting's-rents, which is a bulk of buildings between the Royal Exchange and Sweeting's-alley, with a double front of shops all the way down, beginning first with a tailor and draper's, and a variety of different shops; then there is the New York coffee-house, which is part of the same; then, in Threadneedle-street, there is a frontage of about 60 feet on the west side of Freeman's-court, and at the south side of Bartholomew-lane, or south side of Threadneedle-street to the corner of Bartholomew-lane.

249. *Chairman.*] Would that not be a great convenience for persons going to the Bank and the neighbourhood of the Exchange?—No doubt about it; and there is a very remarkable circumstance attached to that—for the Bank in their improvements in the year 1793 or 1794 contemplated taking that church down, and in the Bank Act there was a clause inserted for taking it down, but unfortunately by mismanagement it was to be taken down subject to the approbation of Beilby Porteus, then Bishop of London, instead of the Bishop of London for the time being. He died, and the consequence was, the Bank got what they wanted, and did not do any more.

250. Mr. *Herries.*] It does not enter into your plan to take down any part of that church?—I am decidedly of opinion that it ought to come down.

251. The street is narrow, and the removal of that church would widen it?—Just so.

252. Sir *Robert Inglis.*] Do you refer to the Church of Saint Benedict Fink and one in Bartholomew-lane?—Yes; the church in Bartholomew-lane and Saint Benedict Fink.

253. Mr. *Herries*] Does this church interfere with your plan?—The tower of Saint Benedict Fink church is a very small, trifling thing, and is embraced in the plan which I have contemplated here; it does interfere with it so as to make the street as narrow as possible.

254. It does interfere?—Yes.

255. Is it part of your plan to remove any part of the church of St. Benedict Fink?—Yes, I should certainly recommend that the tower of that church should be taken down; it is so very small that you can scarcely call it a tower; the removal would not at all interfere with the body of the church, and it would render a great accommodation to the public by taking it down.

256. Mr. *Clay.*] That is St. Benedict Fink?—Yes.

257. Mr. *Herries.*] It appears from what you have stated, that the approaches to the Bank would be materially improved by this alteration on one side, at least, from Threadneedle-street?—No doubt the approach to the Bank would be very much improved, but whether the Bank directors would feel that, which in my opinion they ought to feel to contribute towards these improvements, I cannot say; it is my opinion decidedly that they should.

258. Have they any interest in the houses that are to be removed?—The greatest portion is their property, I should say, decidedly, the whole of the property at the west-end of the Exchange is bank property; and if they would meet us in a liberal way, it would certainly lessen the expense.

259. Part of their property would be materially benefited by the alteration?—Yes.

260. Mr. *Wakley.*] How far would you come west?—That is a point not decided yet; I should say perhaps 25 feet, not more I should say, westward; my idea is, if you will allow me to express it, that the front of the Exchange ought to be a western front looking down Cornhill.

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261. Mr. *Herries.*] Has any plan been prepared?—None at all; we want to know what means we are to have first of all.

262. As you have stated in a former part of your examination that the expense of rebuilding the Exchange would be 150,000*l.*; how are you enabled to arrive at the result without having looked at any plans?—Why, I have looked at the quantity of building that would be required, and whether it is to be one shape or another, whether it is to be an oblong or a square; but we did not feel ourselves justified in calling for any plans till we had determined the kind of shape that it was to be, because if it be the opinion of Parliament, which I cannot think it possible, that we should be driven to build the Exchange upon the same square as it is now, why we should want a different kind of plan decidedly; but if, on the other hand, we get aid from Parliament, as we anticipate, it would be an oblong instead of a square.

263. But is Parliament the only quarter from which you limit the possibility of deriving aid for such a purpose as this; have you not considered that the merchants and bankers of the city of London have a deep interest in a building, of which they make the greatest use, and that from their contributions a fund might be derived which would render it unnecessary to apply to Parliament?—I think it would be an appeal in vain to attempt to get any thing from them.

264. Have you thought of that subject, or have you found any indisposition on the part of the great mercantile bodies of the city of London to contribute?—As to the building of the Exchange, I have heard a great many observations upon that subject; if we were driven to that, it is possible a few thousands might be subscribed, but that would be nothing compared to what would be required.

265. But are they not the parties principally interested in the accommodation which the Exchange affords?—No; I should say the narrowest portion of the people beyond the mercantile interest; the traffick of people coming out of the city is enormous, and the narrowness of the avenues occasions most dangerous stoppages; the crossing by Threadneedle-street is highly dangerous.

[SIR ROBERT PEEL took the Chair.]

266. Mr. *Barnard.*] Let me clearly understand you; the 150,000*l.* to be provided, independent of these approaches, would be subscribed by these two bodies of trustees?—Yes.

267. That is a matter of which you have no doubt?—No.

268. That will be subscribed in any case; the 150,000*l.* would be furnished by these two parties towards the building of the Royal Exchange?—That is a point not determined.

269. Mr. *George Palmer.*] It is decided that 150,000*l.* is to be paid, at all events, by these two parties?—Not decidedly; it has been a subject-matter of conference with the two parties, and that sum has been put as the maximum, to which there will be no objection, provided the other means are found for the improvements.

270. Mr. *Herries.*] Are not the two parties bound to rebuild it in some shape?—I should say not; they are bound to fulfil the trusts of Sir Thomas Gresham; and those trusts are to pay for certain lectures on different scientific attainments and knowledge, and to pay certain alms-people, and to support those alms-people; if that trust is fulfilled, I take for granted, according to my opinion, that there is no law which can compel them to go any further.

271. Is that clearly ascertained?—That I have always understood to be the case.

272. Is that according to the opinion you now state; I understand that no parties are positively bound to rebuild the Royal Exchange?—I think no one is decidedly bound; certainly not.

273. Not the Mercers' Company?—No, nor the corporation; they are only bound to fulfil the trusts which Sir Thomas Gresham imposed upon them.

274. Mr. *Barnard.*] Are these trusts fulfilled?—I think so.

275. Can you inform the Committee what sum has ever been mentioned that they would produce, providing it was built upon the present site; has it ever been debated before the committee what sum they would bring forward to have it built on the present site?—Notwithstanding my own opinion; I am speaking now on the part of the corporation, with great deference, and on the part of the Mercers' Company; my own opinion is, that supposing they were driven to their

own

own resources and could not obtain this grant, that they would feel themselves justified in doing every thing to get as good an Exchange as they possibly could.

276. Have you ever heard to what extent; whether still the advance of 150,000*l.*, or a lesser sum, has been put upon it, if built upon its present site?—No, I have not; but, as I said before, I should think there is a great inclination for the public to have as good a one as possible, notwithstanding the public could not have that convenience which they ought to have.

277. In your judgment, would it cause an expenditure of 150,000*l.*?—Why, according to my own opinion, whether square or oblong, the building should be sufficient for the commerce of the city of London; and, to build it of a proper description, it could not be done for a less sum than that, taking for granted that that sum would be found.

278. You do not know that any further accommodation than that which was afforded before, is necessary?—Why, there is certainly a great difference of opinion; there is to be a large room on a different class, up-stairs, to what there was before.

279. On a different plan up-stairs, and also below?—My plan suggests many different improvements for the future Exchange.

280. Mr. *Palmer.*] Up-stairs has never been open to the public?—No, certainly not.

281. It is private?—It is a subscription room.

282. Then the accommodation you allude to is entirely new?—Yes.

283. You think it is wanted for the merchants and the trade in general?—Yes.

284. Is it to be a covered accommodation, or partly to be used when wanted, or is the whole of the area to be open?—I should say, that it should be so combined together, that if one part were separated from the other, it would lessen the value of each; I would give accommodation for the meetings of merchants and public companies, such as they now have at Lloyd's, and afford convenience for the different members.

285. Mr. *Barnard.*] In a former part of your examination you stated something about the same size; did you mean about the same size as at present?—I should think, certainly, the Exchange would not be less; I should say larger, decidedly.

286. Mr. *Wakley.*] Do you know what rental is derived yearly from the present accommodation?—I believe, altogether about 5,000*l.* or 6,000*l.*

287. And what do you suppose would be the rental derived from the building in its improved state?—Why that would depend upon what different description of accommodation was afforded.

288. Supposing the best plan that could be adopted with a view to it?—You mean if it was laid out for shops?

289. Sir *Edward Codrington.*] With a view to the greatest income that could be derived from the new building?—My opinion is, that I think the trustees would not carry that into effect, because, I think, they are averse to it; they are desirous of rendering very much accommodation to the mercantile interests, rather more than to the retail interests, to which the Exchange has been apportioned before; and they have had various applications to them at the present stage, that the whole of the ground floor, after providing a proper area, should be appropriated to coffee-houses of different natures, for refreshments and meetings, such as the Baltic and others.

290. Then they would not be disposed to choose a plan with a view to the greatest possible pecuniary advantage?—No, I do not think they would, for the reason I have stated; because many of the merchants have said, and different other individuals, "You can now turn your attention to render the commercial interests as much accommodation as possible, that they should not have to run across the passages and narrow streets to the Baltic coffee-house, the Jerusalem coffee-house, or the North American coffee-house, but that it should be so constructed, that when a merchant goes upon 'Change, he can obtain any information, east, west, north or south."

291. These merchants are to have greater accommodation?—As perfect as possible.

292. Mr. *Herries.*] There is to be an Exchange affording them accommodation in the discharge of their business?—No doubt there is.

293. You say you doubt whether the two parties you have mentioned are bound

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to rebuild this Exchange; suppose your opinion should not be correct, and they should be bound to rebuild it, what course would they take in order to have that sort of Exchange which would be necessary for the merchants?—Why, I can only allude to what has been done in other places; subscriptions have been raised among the merchants of Liverpool, for instance.

294. In other great places merchants have built their own Exchange?—No, in Liverpool and Bristol the corporations of these respective towns have assisted them.

295. Then they have materially contributed?—Yes.

296. But you doubted, when you were asked a similar question, whether the merchants of London should contribute in any considerable degree, or at all, to rebuilding the Exchange?—Why, my reason, as I stated on a former occasion, was this, that it is perhaps looked forward to more anxiously by the public, considering the position of these two great bodies, namely, the Mercers' Company and the corporation of the city of London, that they cannot but contemplate the building of this Exchange will be worthy of the metropolis.

297. But I ask, though the corporation of the city of London and the Mercers' Company are exceedingly liberal in advancing the amount you state towards rebuilding the Exchange, might it not be expected that the merchants should in London, as you observed has been done in Liverpool and Bristol, contribute also, in no inconsiderable proportion, towards the expense requisite for the rebuilding?—I cannot give any other answer; I conceive the two companies so strong, as to their capabilities, that any appeal made to the merchants would not have any effect.

298. Sir *Robert Peel.*] State the classes of the commercial and mercantile world who are particularly interested in rebuilding the Royal Exchange?—The merchants generally, bankers and wholesale traders in the city of London.

299. All persons connected with the transactions of the Bank are interested?—Certainly; bankers as well, because they have their Exchange days.

300. Sir *Robert Inglis.*] And the shipping interest?—Of course; that is a class of the mercantle interests.

301. Sir *Edward Codrington.*] Would not the merchants be very desirous of paying for any additional accommodation; would not they be ready to pay a proportion of the expense for that accommodation equal to what might be done by making it more open?—I should doubt that; because I dare say the rooms they resort to are not, strictly speaking, coffee-rooms in the ordinary acceptation of the word, but rather subscription-rooms, according to the proportion of rooms offered by the trustees of the Gresham Fund; the merchants would say, "No, stop; we will subscribe so much for these rooms, on condition that none but subscribers are to enter;" that is the way the various coffee-houses that have been alluded to are conducted—the Jerusalem, the Anti-Gallican, the Baltic and all the rest.

302. Mr. *Barnard.*] Why should not that go towards making a sinking fund, and ultimately enable them to become free coffee-houses?—I should think it might be so arranged.

303. Because the Jerusalem coffee-house, though the subscribers do pay money, are not found a room, and persons pay for that now for a certain time until the great weight of the money transaction was got over; might not they pay for these rooms as they now pay at the Jerusalem coffee-house, the Baltic and other coffee-houses?—I am not aware that the subscription coffee-houses are making any fund.

304. But whether you could not receive as your substitute for the Jerusalem coffee-house; you have been talking of having rooms in lieu of the Jerusalem coffee-house and others; why should not they pay for a certain time a certain sum till there was a fund made to liquidate the expenses?—I think you would find a difficulty in carrying that into effect.

305. Why, as they subscribe towards the Jerusalem coffee-house and the rest, why should they not give you subscriptions?—It would be difficult to carry it into effect, and, I think, it would not be found to be a source of great profit, because the great expense of waiters and people to attend on them would be considerable.

306. You would object to these being placed in private hands?—Yes; that is only a portion of the Exchange.

307. Mr. *Clay.*] Is not this a consideration that justifies an application to Government for some contribution towards the expense, that the Exchange of the metropolis is of advantage to the mercantile interests of the United Kingdom generally,

generally, inasmuch as there is much more business done, for instance, upon that Exchange than at Liverpool or any other provincial town?—Certainly, and I was going to observe why we think it necessary to have an enlarged area, to what there has been formerly, and for this reason, that we are led to believe that, when railways come more into operation, there will be a greater influx of people from Liverpool and other places; different persons coming up on business to the Exchange, than now, and, therefore, that we ought to be prepared to give greater accommodation.

308. In short, it would be advantageous that the mercantile interests throughout the whole kingdom, and, as you stated, also to the whole people of the kingdom, it would be advantageous to have a larger Exchange in London than the mere wants of the merchants of London for their own special business might require?—Decidedly so, and that has been pointed out by many individuals; persons have said "You ought not to build an Exchange for our present wants, but you are to look forward to an extended commerce of the country, and what accommodation may be required when railways come into operation."

309. It would not be an Exchange merely for the wants of London merchants, but it would be an Exchange which not only the merchants of the whole kingdom would frequent, but you are bound to provide for persons resorting from the towns of Europe and America?—An emporium.

310. It must be a species of emporium for the commerce of the whole world?—No doubt; and, with great submission, I would use an expression of Mr. Robinson, that was applied by him respecting London-bridge: he said he always thought that it was not to be merely for the benefit of the metropolis, but it was to be for the benefit of the commerce of the whole country.

311. Sir *Robert Peel.*] Then the same argument that you apply in favour of the Royal Exchange being built at the public expense would apply pretty nearly to all the improvements that are made in the metropolis?—Yes.

312. Mr. *Wakley.*] Supposing a valuable property was to be created by the advance of 200,000*l.* out of the fund you have mentioned; in case such property was so created, in whom would it be invested; in the trustees of the Mercers' Company?—Yes, and the corporation of the city of London.

313. What security would the public have for the better government of the institution, which would be so conducted that it should be devoted to public purposes?—No other security than the character of past experience of 200 years, and the manner in which it has been conducted.

314. Would you not recommend this property to that extent, if advanced, that the public should have a decided security for the institution being devoted to public purposes, by appointing other trustees than those that already exist?—Why, if there is a large portion of the property which is to be purchased by the 200,000*l.*, and was to be taken possession of by the trustees of Sir Thomas Gresham, then I think the application ought to be further secured, that there should be no misappropriation; but inasmuch as the trustees of the Gresham estate propose to sacrifice a portion of their present property on the northern and southern side, there would not be a vast deal of difference of ground, if you take the quantity.

315. Sir *Robert Inglis.*] You have stated, that the projected improvement would, in addition to the sum of 45,000*l.* which may be recovered by the trustees of the Royal Exchange from the Royal Exchange Fire Insurance Company, and in addition to the sum of 105,000*l.*, which is the amount due by the trustees, in equal moieties to the city of London and the Mercers' Company respectively, and which sums the said bodies are understood, from your previous answers, to be willing to surrender in aid of such projected improvement, require from Government a grant of 200,000*l.* without any return for such grant, except the public convenience?—Yes.

316. Will you state to the Committee whether that public convenience would not include, in addition to the erection of a Royal Exchange more worthy of the commerce of the city of London, a better access to the Bank of England and to Cornhill, by the removal of two of the most inconvenient streets in the city of London, the one at the entrance of Threadneedle-street, and the other at the end of Bartholomew-lane?—There is no doubt that the Bank would receive, and the public would receive, a vast benefit of air by these buildings being purchased, and wholly thrown into public convenience, and it would be a vast public improvement.

317. Can you state to the Committee what proportion of the expense of the projected

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projected improvements would be saved by placing the end of the Royal Exchange to the west of Sweeting's-alley, and extending it farther west than has been proposed by you in the answer which you gave in the earlier part of this examination?—What advantage?

318. What would be the saving of expense?—Not touching Sweeting-rents at all?

319. Yes?—O, a very great saving; because there you get into a vast deal of valuable property; I should say very near two-thirds will be saved if you do not take the property eastward of the Royal Exchange.

320. Will you state to the Committee how far westward towards the line of the west entrance front of the Globe Insurance you could arrange the site of the Royal Exchange, of the same size as that which you now propose in your present plan, taking in Sweeting's-alley to the east, and the question suggesting, together, to exclude the whole of the area, and to carry the site further west?—It is a question I cannot answer.

321. How much farther could you bring the proposed Royal Exchange to the west without interfering with the convenience of the approach to the Bank, on the one hand, and Cornhill on the other?—With great submission, I should doubt the propriety of bringing it any farther than what I have stated; looking at the front of the Bank and the shape of the ground, I should not think it desirable to bring it any farther westward.

322. Mr. *Clay.*] You think it would make it too narrow?—Yes.

323. Mr. *Barnard.*] What distance do you propose between the new intended building at the western corner and the Bank?—At the western end it would be about 48 feet between that and the Bank.

324. Mr. *George Palmer.*] What is the width on the Cornhill side?—About 38 feet.

325. Mr. *Barnard.*] Then, cannot you bring those buildings so much farther to the westward?—No; as I stated before, there are two objections to bringing it farther westward; one is the entrance to the Bank, and the other the shape of the ground itself, which would remain in the shape of a wedge.

326. Then you have 48 feet on the one side and 38 on the other?—It would be the same on each side.

327. Mr. *George Palmer.*] My question was, what do you propose to be the width between Cornhill on the one side and the Bank on the other?—As nearly as possible the same, from 45 to 48 feet.

328. Mr. *Barnard.*] Then, in your opinion, no fund could be created to pay off the debt, if Government should be inclined to advance it; that there can be no fund in the shape of rents to pay it off?—Not in the shape of rents.

329. Or in any shape?—I am not aware of any mode but by an appeal to Parliament for aid.

330. But in the building itself, by letting it off, or in any other mode, that no part of the money could be repaid?—I think that the only returns that could be looked to to repay, would be the rent of the premises to be erected, and that would not be more than sufficient for the purpose of paying the fair interest of the outlay by the Mercers' Company and the city of London.

331. Then, if I understand you, there would be sufficient to pay the interest of 150,000 *l.* and not more; it would afford no interest upon 200,000 *l.*?—No, it would bring in no return, if the additional interest was added, to any one; if you attempted to make any shops there, nobody would touch them; the rents would be too high.

332. There would be enough to cover the 150,000 *l.*?—Just so.

333. Mr. *Clay.*] Do you happen to know whether the new Exchange at Paris has been built wholly or partly by a fund from government?—No, I do not.

334. Mr. *Herries.*] Have the trustees had under their consideration any of these plans to which you have adverted in the commencement of your evidence, on the part of persons who are willing to undertake to build an Exchange?—No, they have not.

335. They have not had any interviews with persons upon that subject?—No.

336. Are you able to give the Committee any information as to the general views of those parties?—No, certainly not; there have been various views, as I have already stated, put forth, but nothing definitely at all has come before us.

337. Will you tell us the names of parties who have made propositions upon this subject?—Mr. Bates, of the house of Baring and Co., suggested what we ought

ought to do, and Mr. Jeremiah Harman had also some conversation with me upon the subject.

338. Do they proceed upon the principle of some other persons who undertake to build the Exchange and remunerate themselves by letting?—Quite the contrary.

339. My question relates to those parties who have offered to undertake the rebuilding of the Exchange at their own expense as a speculation; have you any knowledge of the plans upon which they are to proceed?—I have had no communication with any person, or by any statement, who are willing to rebuild the Exchange, only, as I before said, that builders could be found who would give a large rental for the ground, and take the responsibility of building a proper Exchange; but not by name.

340. Sir *Robert Peel.*] How would they employ the ground, to remunerate themselves?—By the rent of the offices they would create; the trustees were apprehensive that it would be unwise to adopt such a plan, and for this reason, because it might possibly lead to the merchants being called upon to pay an annual sum for going upon the Exchange.

341. That might be guarded against in the speculation upon which the building should be constructed; what accommodation in the way of buildings would be required for the purpose of a Royal Exchange; what offices are necessary?—The only office necessary is for the convenience of merchants, a place where they could meet, such as Lloyd's and other subscription-rooms.

342. That is a coffee-house which pays itself?—Yes.

343. Then, the accommodation chiefly required, is a space in which they can meet, protected, perhaps, from the weather?—Yes.

344. Supposing parties should come afterwards and propose to erect a building suitable in all respects, giving the offices that are absolutely necessary, if there be any offices, ensuring the establishment of proper coffee-houses, and stipulating that a space should always be protected and free for the access of merchants, but undertaking all this upon condition that they might make what profit they please, by applying the building to the purposes of shops and houses; what objection could be made to that?—The trustees, as far as I have seen, have great objection to the trust being taken out of their hands, so that it might become a charge upon merchants, which they have not hitherto been subject to, and for that reason they decline to listen to any such proposals.

345. If there was an arrangement expressly proposed, and specifically granted, that the shops should be exclusively devoted to the use of merchants, and that the parties building the Royal Exchange should have no power whatever, either to prevent the access of merchants, or to demand from any one payment, or any kind of condition for admission; why should not that proposal meet with the approbation of the trustees?—Why, they have thought that they could not do it with safety.

346. On what account?—Perhaps a legal question might arise as to the whole being granted.

347. Suppose a high legal authority gave an opinion that such an arrangement could be legally made and legally enforced; in that case, if the trustees were satisfied, and their apprehensions as to the state of the law were effectually removed, would their objection be removed also?—Why, I think it would be a question whether they would fall into such a plan.

348. What would be the other objection?—It is likely, on the one hand as trustees they have some feeling, and perhaps a great feeling, as the trust has been reposed in them for such a number of years by Sir Thomas Gresham; and that on the other hand there were to be lectures provided. There was a great deal of complaint made of the power of Parliament being exercised over Gresham College which was created by Sir Thomas Gresham. In the case of the Excise-office it has been condemned strongly,—its being taken away from the original intention of the donor, as to the views which induced him to create this very college.

349. Supposing the public should be satisfied that all the purposes of an Exchange for the future time could be effectually provided for, do you not think the public would be justified in declining to grant the public money for the purpose of building one?—With great submission, we do not ask the public money for building an Exchange; we ask not a shilling for building the Exchange; we are trustees; and, notwithstanding this calamity has occurred, we are willing to build the Exchange at our own expense, and we are also willing to sacrifice the large

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debt due to us and by the Mercers' Company on the one hand, and a claim for freehold land, which has never been paid, and also a large debt due to the Corporation to the same amount, and perhaps larger; in addition to which there were repairs which were made in 1819. All those claims we are willing to forego, to show our feeling and desire to carry Sir Thomas Gresham's trust into effect, feeling, as we do feel, and as a great many did at that time, that the diversion from Sir Thomas Gresham's intention as to the Exchange was not a proper one; they are willing to sacrifice their claim to the outstanding debts, in order to have a proper Exchange for the commerce of the city of London, if they are met with the same liberal view by Government of providing a site, upon an enlarged scale, so that the public shall have that accommodation.

350. What is the cost of providing a site necessary?—Two hundred thousand pounds.

351. Do you not think it possible, by adopting such a plan as that which is suggested, with the present means at your disposal, that both a site and a building could be provided without calling upon the pnblic for assistance?—Not a site that would be commensurate with the demands of the commerce of the country.

352. The larger the site the greater would be the profit of the buildings upon it?—No, with great submission, there must be a larger area provided, though there wou d be no profits; there would be a larger area for the merchants than they have now, and for the reason I have stated, because we must look to the increased communication of the commerce of the country by means of railways; you must, therefore, provide a larger portion for public convenience, from which no profit would be derived.

353. Your plan seems to be, that a greater accommodation than hitherto should be provided for the future?—Yes, it ought to be so.

354. I apprehend there are limits in considering the convenient extent of the area, are there not, so as not to make it too large?—No doubt.

355. Can you give me the extent of the area of the late Exchange?—No, I cannot exactly.

356. Was it found sufficient for the purposes required?—It was; the position it was built upon was such that the whole of the area was never used; not the whole area, because there were two steps which led to a piazza, which was scarcely ever resorted to except in rainy weather, and then it was crowded to suffocation; but it has been thought by many merchants that it would be better to have an area covered; a larger space without having any part to retreat to in case of bad weather.

357. Did you hear an estimate of the extent of area which would be most convenient for the purposes of those who frequent the Royal Exchange?—No further than considering the present area of the building, which is something like 350 square, and possibly the new one would be near 400 square.

358. Three hundred and fifty square of area of the building?—Yes; but that is only a rough calculation.

359. You propose that the building and area should be 400 square?—The whole of the building and the area; an enlarged area to what it has been.

360. In what manner do you propose to cover the open space?—Various modes have been suggested; a dome in the centre; we must look to the hot weather; and that would be capable of rendering every accommodation; still that has yet to be thought of, because nothing can be arranged till it is determined what sort of building we are to have, whether a square or an oblong; it would be in vain to go into that question till that is decided.

361. Mr. *George Palmer.*] You have spoken of the site; perhaps you can state whether, in the communications that have passed between the city of London and the committee of the Mercers' Company, what declarations have been made on the part of the Mercers' Company, and, if any have been made, as to their readiness to pay their proportion towards rebuilding the Royal Exchange, in such a manner as should be thought convenient, on the present site, or whether they have stated, if the public convenience require a larger space or different approaches, they expect that the public should pay the difference?—Certainly, that has been the view of the Mercers' Company, and the declarations they made; I thought I had stated that so; from the conference we had, the conclusion I drew was, that they were

were equally as ready to take a share of the expense as the corporation themselves.

362. Mr. *Herries.*] I understand that those two parties are willing to go to the extent of 150,000 *l.*, as the maximum, without any condition, that is to say, without a condition as to removal or non-removal of the houses, so as to enlarge the site?—That has not been so, because that was entirely put out of view at the conference we had with the Mercers' Company; it was upon the presumption that we should succeed in getting 200,000*l.* they were willing to go to the extent of 150,000*l.*; that if a fund could be obtained to enable the public to have a greater portion of vacant ground, why they were willing then to build an Exchange to that extent.

363. Supposing the public would not contribute at all, and consequently the merchants likewise not contributing, could that space which you say at an expense of 200,000*l.*, or any other expense, would these two parties under these circumstances still agree to go to the expense of 150,000 *l.*, and be ready to rebuild the Royal Exchange?—I should say there is a great doubt about that, because they would have a right to say, "We have applied to Parliament to assist us, and now we shall purchase this land; we are trustees, and we know how far our liability goes," if they feel so inclined; I do not want to give any opinion; I think it possible that question may be raised.

364. Has Parliament upon any former occasion contributed towards the accommodation of the merchants in respect of the Exchange of London?—Yes.

365. In what manner?—In several instances; in the time of Charles the Second there was a large sum provided by Parliament, and before that 10,000 *l.* was specially voted.

366. That was occasioned by the fire of London, for the repairs?—In the repairing of the Royal Exchange; and a large sum of money was granted by Parliament in George the Second's time; 10,000 *l.* was specially voted for the repairs of the Royal Exchange.

367. And afterwards?—Yes, for building Blackfriars-bridge and the gaol of Newgate; all that was voted.

368. Sir *Robert Peel.*] Is there any site for building the Royal Exchange so convenient as the ground which the trustees are in possession of?—I should think not.

369. Suppose the trustees should decline to build, from want of finding a place perfectly suitable to the purposes of commerce, do you think it quite out of the question that some other company could be found who, foreseeing the profit that might arise from buildings in the neighbourhood, would make a proposition for building a Royal Exchange on another site?—I think nobody could be found, and for this reason: the present site is so centrically situated that no place could be found at all that would induce any body to attempt it; because if they found another site it would be so full of buildings that nobody in their senses would think of attempting such a scheme; and if they found another site, it must be by the destruction of an immense number of buildings, and would cost a great deal more than the buildings about the Royal Exchange, and the area which is necessary for public convenience.

370. Then what is the site which you propose the public should purchase at the expense of 200,000*l.*?—The Bank-buildings, which is the western end of the Royal Exchange, and the different buildings, and two other portions of buildings.

371. What extent of area would that be?—I suppose it would embrace 9,000 square feet; these two pieces coloured blue on the map.

372. You seem to think it would be desirable that the public should purchase the site which is represented by the parts coloured blue?—Yes.

373. Now is it quite impossible that, supposing there were no means of procuring a Royal Exchange in any other quarter, is it quite impossible that the ground marked blue should be appropriated to the purposes of an Exchange; I am presuming you are in possession of the parts coloured blue?—Yes.

374. Did you also propose to purchase?—Yes.

375. Then, supposing I am in possession of the parts coloured blue, and there is no prospect of the Royal Exchange being again established, is it quite impossible that by means of exchange that I might afterwards procure a plot of ground sufficient for the purpose of building a Royal Exchange?—Not without giving a much larger amount than embraces the two sums I have stated, namely, 200,000*l.*

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and 150,000*l.*; no plot of ground could be found in the neighbourhood of the Royal Exchange which could be cleared before you built, at an expense so little as 350,000*l.*, with that area.

376. *Chairman.*] Where is the Mercers' ground?—In Cornhill.

377. Is the present Royal Exchange larger than what is here contemplated in blue?—O yes, a great deal.

378. Supposing the Exchange rebuilt, what would you consider the rental to be got out of it?—I think you might calculate the rental at 7,000*l.* or 8,000*l.* a year, giving the public great accommodation too.

379. Mr. *Herries.*] That is the rental of the new-made buildings?—Yes.

380. Many individuals who propose to build it on speculation would derive a much larger rental, would they not?—Yes.

381. You have not seen any of those plans?—No.

382. You are satisfied they would not be good?—I do not think they have ever been prepared at all; there has been much conversation about it among opulent builders; that is all.

383. Mr. *Barnard.*] Now, the present trustees having this in their own hands, and working out any plan that individuals might adopt for making the building most profitable, at the same time giving sufficient accommodation, do you see any objection to retaining full power in their hands, and working upon the plans of individuals that would be of advantage as to profit, and so ultimately have a fund to repay those two sums of 200,000*l.* and 150,000*l.*?—I think you never could calculate upon that without enormous rents, and I am sure nobody could ever raise them.

384. Do you think it not in the power of an individual to raise a larger sum by way of rental than 7,000*l.* or 8,000*l.* a year, and yet afford accommodation sufficient for the public?—I should doubt it.

385. Sir *Robert Peel.*] No objection can arise from being overlooked?—Not in the least.

386. So that you have,—we will suppose that the trustees are in possession of ample funds, there would be no objection to their building the surrounding area in such a form as would command the highest rents?—I think the trustees would object to building it in that way; as far as my opinion goes, they would object to such a building as would command the highest rents; because I think the highest rents would be levied upon shops, such as stationers' and watchmakers', and I know by experience that stock-brokers and such persons would give very large rents; but the committee of the Mercers' Company, as far as I am able to judge, are anxious that no part of the building should again be let for shops; they look at this as a building of great commercial convenience; and, upon the scale alluded to, it would be impossible to make retail shops such as have hitherto surrounded the building.

387. I am supposing that for all commercial purposes ample accommodation is reserved, and that houses built in a form most convenient should be established; that if offices are required for the accommodation of clerks, that they should be provided; but I think you say the extent of accommodation in point of building is very small?—Yes.

388. There is no risk of fire, because the roof would be of iron, therefore no such risk would fall upon the proprietors?—There is no fear of that.

389. Then what objection could there be to its being occupied, as formerly, by shops in the different parts of the Royal Exchange?—The objection would be this, that you could not render, even upon the large scale I have mentioned, sufficient accommodation to the mercantile interest, if you were to establish coffee-houses upon the ground floor, and make shops; it would so embarrass the original plan that it would be impossible it could be done.

390. Of course you are aware that in Paris, and almost every where upon the Continent the prevailing practice is to have the lower floor occupied by shops, and the upper floor by dwelling houses for families?—Yes.

391. What objection, then, would there be to apply the ground floor, as far as possible, to the establishment of coffee-houses and all the necessary accommodations for commercial purposes, and the remainder to be appropriated to shops, the upper floor being as far as possible made available for the dwelling-houses of families?—My answer, as before, will be the same, that there is not sufficient room upon the ground floor to afford accommodation for the coffee-houses and for the shops.

392. I am

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392. I am supposing the whole ground floor is required for the purposes connected with the Exchange?—Yes.

393. And in that case there can be no shops at all, you say?—No.

394. Would there be any objection, supposing the parties were willing?—Certainly not.

395. At other exchanges there are shops on the first floor; why should there be any objection here?—I should say, perhaps, the objection lies in two ways. In the first place, the experiment has been tried upon the Exchange of Sir Thomas Gresham; there was what they called pawns for selling goods by retail, which did not answer; and then, again, the upper floor, as far as the views of merchants have gone or required, and for other persons connected with the establishment; and it is the wish of these parties to come back to the Royal Exchange. There is the Royal Exchange Insurance Company, and other parties, who were dispossessed of occupation by this calamity, and shops, also; there must be other accommodation rendered for that purpose.

396. But you would charge rent for that accommodation?—Certainly.

397. And if the Royal Exchange Insurance Company would give a better rent than either shops or lodging-houses, why should you not deal with the Royal Exchange Insurance Office; I do not propose to exclude that office or any other company; all I propose is, that you should get the best rent that you can?—Certainly.

398. But is there any objection to shops?—The inconvenience of going upstairs; that would be inconvenient for shops.

399. Have the trustees any objection to shops?—I think not; but I think there is a very proper feeling on the part of the trustees in favour of the late tenants occupying a portion of the new premises; they have applied to them since they have been burnt out, and have expressed a hope that they should be provided with better accommodation; they say, "We want an enlarged accommodation;" and I think the trustees would be to blame if they did not listen to such an appeal.

400. Sir *Robert Inglis.*] Do you conceive it to be easy or practicable to render a building, the lower part of which might be filled with shops, an object of architectural view, in the situation in which you propose to place the Royal Exchange?—I think it more difficult to produce an architectural view with shops.

401. Has it been done in the case of the Exchange at Liverpool or at Bristol; or is it done, so far as you know, in the case of the Exchange at Paris, or at Antwerp or Amsterdam?—At Paris, certainly, and at Liverpool, they have converted the mayor's house and the coffee-house round the open area; but I believe there are very few shops.

402. At Amsterdam are there shops?—I am not aware if there are.

403. Sir *Edward Codrington.*] Would the whole of the lower apartments be sufficient for all the accommodation required by the merchants, if there were no shops upon the ground floor at all?—There is no doubt about that.

404. That would be sufficient?—Yes, for mercantile transactions, for coffee-houses, and the business of the Exchange itself.

405. Would that include the Royal Exchange Assurance Office?—That would be on the first floor.

406. You could accommodate them there?—Yes.

407. In that case could the whole of the upper part be employed for brokers, and such like parties?—Yes, a large portion.

408. But could it not be let in that way to great advantage?—I should doubt whether a public company like Lloyd's, or a public company like the Merchant Seamens' Office, would give larger rents; the position they stand in and the amount of their subscriptions would enable them to give large rents, but I do not know whether they would.

409. Mr. *Clay.*] Is it not important, with reference generally to the convenience of the metropolis, that such an establishment as Lloyd's coffee house, especially, should be under the same site as the Royal Exchange?—Decidedly so.

410. Is it not so in a very high degree?—Yes.

411. Is not that a reason for letting the first floor of the Royal Exchange to Lloyd's Coffee-house and the Royal Exchange Assurance Company rather than shops?—Yes.

412. Independent of the income to be derived from them?—Yes.

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413. Sir *Robert Peel.*] Does the owner of Lloyd's coffee house pay rent?—Yes.

414. And pay a much higher rent than the shops?—I should think more.

415. Mr. *Herries.*] Adverting to the advantage of having shops to be built above or below, is it not possible to realize more than 7,000*l.* or 8,000*l.* a-year by way of rental?—Why, looking, perhaps, at the rental, I should say that it is a question whether you would realize more than 7,000*l.* or 8,000*l.* a year; it is not a good speculation, because although the Royal Exchange and Lloyd's would give a large rent, it is doublful what the probable amount will be altogether; I think you cannot calculate it at more than 7,000*l.* or 8,000*l.* a year consistently with the view of placing the Baltic coffee house and the Anti-Gallican and the North American coffee house there.

416. Sir *Robert Inglis.*] Now, as these places are resorted to by different merchants, would it be consistent with your view of the site of the Royal Exchange to form a room for Lloyd's coffee house on the ground floor?—Certainly not.

417. Sir *Robert Peel.*] Supposing the trustees went over an additional space, to enable them to give perfect accommodation to the merchants frequenting the Exchange, do not you think they could get such a security from the rents and other sources as would enable them to borrow the sum requisite for increasing the site?—I think the two bodies themselves would give security to any amount if they were anxious to raise 300,000*l.*; the two bodies themselves, either jointly or separately, would be security sufficient.

418. I mean security derivable from the profit of the building?—Certainly they never could get that.

419. Supposing the trustees to have an issue of Exchequer Bills; if such were issued, do not you think the trustees could grant four per cent on an advance of 150,000*l.*, or whatever might be required, for the purpose of giving such accommodation to the merchants?—I should doubt it very much.

420. Excluding for the present any architectural matters?—I should doubt it very much.

421. You want no additional site for the purpose of giving the same accommodation to the merchants?—It would want to be enlarged.

422. And for the same accommodation you would want no additional expense?—No.

423. Supposing that you wanted an additional area of 100 feet square?—Yes.

424. In that case the additional ground to be purchased would be to a very limited extent?—It would be to a very limited extent; 100 feet square; that would be only 100 feet one way; it would depend which end you took; if you took the western you could not obtain 100 feet square without cutting into Bank-buildings seriously.

425. Will you be good enough to tell the Committee the area at present?—I am not certain, but suppose more than 100 feet square.

426. Mr. *Herries.*] That is the space; on which side?—If you take the bulk of buildings at the eastern end of the Exchange, marked blue on the map, from Cornhill to Threadneedle-street, together with the space on the east of Bartholomew-lane, it would require two-thirds of the sum of 200,000*l.*

427. You make the total charge of providing a new Exchange, upon an enlarged ground, 350,000*l.*?—Yes.

428. Then suppose the Bank was to come forward and contribute their share, by either removing these houses, or appropriating them; do you think it impossible for the trustees to raise such a sum as 350,000*l.*?—I do, upon the anticipated rental.

429. Mr. *Herries.*] Do you think it equally difficult to derive, from a mercantile body who have such an interest in it, an additional fund?—I think it would be an appeal made in vain.

430. Mr. *Wakley.*] Is the site of the late Exchange freehold property?—Yes.

431. What do you consider to be the value of that site?—If it was appropriated to buildings it would produce an enormous rental. The trustees, as I have stated before, do not look to the pecuniary consideration; I should have no hesitation in saying, that they could get a larger rental from the ground, if it was to be appropriated to building, than they will be ever able to get from the building when erected; because that building, when erected, would have such a large area unappropriated,

unappropriated, that the profit would form no comparison to the rental that would be derived if left to the builder.

432. What proportion does the area of the present site bear to that which would be afforded by the removal of those buildings you have mentioned?—It is impossible to say exactly what that would be; I should say, perhaps, that it would be not quite two-thirds of the area that would now be given for the public convenience.

433. Mr. *George Palmer*.] You have stated what you suppose the rental to be; do you mean the gross or the net rental, in the sum you have mentioned for the shops?—The gross.

434. Do you know what would be the expense incurred annually for those premises?—I have never gone into that; it would be something, certainly, but not much, for a number of years.

435. Will there not be some attendants at the Royal Exchange, such as porters, beadles, and watchmen?—Yes; but I should imagine that would not be a great deal; perhaps a couple or three hundred a year would be the outside.

436. The insurance?—That of course would be in addition.

437. Sir *Robert Peel*.] Does the whole of this space belong to the Bank, to the west of the Royal Exchange, marked blue in the plan?—Yes.

438. Would there be any inconvenience in altering the direction of this street (*pointing to the plan*)?—I think the Bank-buildings must be completely removed if this opening to the front entrance is to be at right angles with the Exchange building.

439. Do you think there is any possibility of the Bank consenting to give a space of ground to the west of the late Royal Exchange amply sufficient to enable you to extend the area of the Exchange to a sufficient size to meet all the wants of the mercantile community, and that then you should, for the purpose of improvement, make the necessary removal of those buildings; what do you think about the Bank consenting to that?—My own opinion is, that it is not likely that they would.

440. Do not you think that they would deal with you upon very liberal terms; would they not feel a sufficient interest in the Royal Exchange being a handsome and convenient building?—I should doubt it; and the reason I state that is, because an appeal has been made to them on the northern side of the Bank for a public improvement, and there they would not part with that, which must have been obvious to every body that it ought to have been conceded to the public, a portion of the ground which they do not use; their answer, when applied to was, that they stood as a corporation, and that they are not justified, looking at the profits of their concern; that it would not allow them to do it.

441. Supposing that the Bank was willing either to give you a portion of these two bulks of building marked blue, to the west of the Exchange, or to deal with you upon liberal terms for the purchase of it, would it not be possible, having possession of these two parts marked blue, to give an increase to the Royal Exchange equal to the wants of the mercantile world?—I think it is possible to be done in that way, but I think, as an architectural feature, that the site of the ground would not give that accommodation which the public requires.

442. You estimate the cost of this at about 50,000 *l.*; the two parts marked blue, to the west of the Exchange?—Yes.

443. Supposing you could purchase them for 50,000 *l.*, would it not be possible then to give every facility of increased accommodation in the new building of the Royal Exchange?—As I stated before, my answer is, that I think the shape of the ground is such, in front, where those buildings stand, that, if erected, it would be a building which, in an architectural point of view, would not at all give satisfaction.

444. I am not speaking in an architectural point of view in this instance; I am speaking of the real wants of the mercantile world?—As I said before, the ground being so shaped, I do not think it possible to form a building in that shape, without the greatest inconvenience to the Bank itself, as to rentals, and the greatest inconvenience to the public and the avenues of the streets.

445. Mr. *George Palmer*.] The object of the city in proposing this alteration is for the purpose of greater architectural ornament, and opening the front of the Royal Exchange to Cheapside, and giving the public greater accommodation opposite the Mansion-house?—Yes.

446. And, of course, if the western part of the Bank-buildings is left standing, that would be entirely lost?—The effect would be entirely lost.

Mr. *R. L. Jones.*

26 February 1838.

447. Another point is, the view of making the approach from Threadneedle-street more convenient than it is at present?—Decidedly so.

448. Those, too, are the only absolutely necessary points with which the city have any thing to do?—No; with submission, we have recommended a street to be made upon part of the new ground.

449. I mean, the only point in view is as to accommodation; you do not mean to say, that further accommodation for the merchants is absolutely necessary beyond what has been given upon the present site?—O, I think they require more convenience than has been given to them.

Mercurii, 28° *die Februarii,* 1838.

MEMBERS PRESENT:

The Chancellor of the Exchequer.	Mr. Pendarves.
Mr. Barnard.	Sir Robert Inglis.
Mr. Herries.	Mr. George Palmer.
Mr. Wakley.	Viscount Lowther.
Mr. Clay.	

SIR MATTHEW WOOD, IN THE CHAIR.

Mr. *Richard Lambert Jones,* again called in; and further Examined.

Mr. *R. L. Jones.*

28 February 1838.

450. *Chairman.*] WILL you produce the plan requested by the Committee?

[*The Witness produced the same.*]

Sir *Robert Smirke,* called in; and Examined.

Sir *Robert Smirke.*

451. *Chairman.*] HAVE you looked at the plan of the site of the late Royal Exchange?—I have seen the drawing which is before the Committee.

452. Has the idea of lessening the site upon the northern side, in the line which is drawn with pencil, been pointed out to you?—It has.

453. What is your opinion upon that subject?—It was stated to me that it was proposed that the part of the ground on the northern side, which is now covered with buildings, should be given to the public to form a street; and that, in exchange for that part, the ground at the western end of the late Exchange should be taken to give an adequate size to the building; but it appeared to me, certainly, that, as far as the interests and the convenience of merchants were concerned, they would be better in their former position than if it was so altered, as building upon an irregular piece of ground would be much less convenient to them than it is upon the present square plot.

454. Sir *Robert Inglis.*] Does that answer contemplate the inevitable necessity of placing the future Royal Exchange within the limits of Sweeting's-alley to the east, and the first block marked blue on the plan on the west; or may you not include, in the proposed area of the new Royal Exchange, the space westward of the first blue block to the end of Princes-street?—I do not think the space farthest to the west will be of any use as regards the buildings; it becomes very narrow.

455. The *Chancellor of the Exchequer.*] In the consideration of the rebuilding the Royal Exchange, taking into consideration architectural decoration as well as convenience, do you think it would be possible to contemplate any plan that would be satisfactory to the public, that did not involve the removal of the two blocks of the Bank-buildings westward of the site of the Royal Exchange?—I think it would be very much regretted by the public if that were not done.

456. In the event of a removal of those two blocks of buildings, do you think it would be advisable, with a view to architectural decoration, that the lines of the new building to the northward should be parallel with the lines of the Bank?—It would be a public convenience that they should be so, but not necessary for the building.

457. With respect to the architectural decoration, taking that into account, as one of the elements which are to be considered, should you recommend the consideration of any plan which did not involve that as one of its elements?—Certainly not.

458. Supposing it was assumed that the exterior walls of the new building were to be parallel with the walls of the Bank of England, would it not be absolutely necessary that the buildings to the southward of St. Bartholomew's church, and the

the buildings to the northward, projecting into Threadneedle-street from Sweeting's-alley to St. Benedict's church should also be removed?—I think so, certainly.

459. Sir *Robert Inglis.*] In your former answer you stated that the merchants would not find such convenience in the proposed building, on the site first mentioned, from the irregularity of the shape of that site; would it not be easy in the increased area given to the proposed site, by taking in the block nearest the late Royal Exchange, to keep the building perfectly regular in its shape upon such site?—I think not; this piece of ground to the westward, immediately joining the Exchange, is of a very irregular shape, and for the purposes of the building would not give an equally convenient area.

460. Mr. *Wakley.*] Assuming the whole of that space to be used for the building, what form would you then recommend the building should take, in reference to the two streets?—Restricting me with regard to any buildings to the eastward. it would be an extremely irregular form. I hardly know how to describe it, because no two angles would be square.

461. Mr. *Herries.*] In your opinion, is the ground susceptible, in that shape, of being converted to a useful and ornamental purpose?—I think it would be very difficult to give a quadrangle of equal convenience; certainly not so handsome as that they have had.

462. Mr. *Wakley.*] So far as convenience or architectural beauty is concerned, do you see any objection to the west front of the building being oval?—It is not the form I should prefer for a great public building; for a range of houses it might do very well.

463. Supposing the form to be square, would that not involve a considerable sacrifice of space which can be now employed?—Not if the angles are as proposed: I understood it was proposed that the building should occupy the piece of ground that would be left, upon taking away those buildings on the north side, and the angle on the west; if the whole area were made use of, the building would of course be very irregular, for the interior quadrangle would lose all architectural effect; one side would be obviously larger than the other. If the building did not take the line of ground, but rather nearer the regular form, then there would be so much space lost; it would be much less convenient than it has been.

464. Mr. *Herries.*] The interior quadrangle need not, of necessity, follow the lines of the exterior part of the building?—There must be a balance of sacrifices; they want all the accommodation they can have, internally, to meet the expense of the building.

465. Sir *Robert Inglis.*] It is presumed that the area of the late Royal Exchange is about 4,577 feet, and that the area to the west of the late Royal Exchange, occupied by the two masses marked blue, on the plan before the Chairman, and by the open space of the street between them, will furnish perhaps about one-half as much; can you not provide an equal area for the site of the late Royal Exchange upon the new area so placed at your disposal, including the two blocks and the site of the Royal Exchange, and giving an opening of greater breadth between the northern front of your new building and the southern front of the Bank?—I think not; because you cannot advance the west front of the building before the entrance to the Bank, I take for granted; but, even if you could, the building would become so narrow, it would be a failure in regard to public appearance, and I think it would be not of much use.

466. Is it your conclusion that, in order to raise a building worthy of the object, you must include the buildings in Sweeting's-alley and Sweeting's-rents?—I certainly think so.

467. You recommend to the Committee that, in any plan which they may suggest for the re-building of the Royal Exchange, there should be taken not only the open space to the west of the late Royal Exchange, but also the ground to the east of the late Royal Exchange, namely the ground in Sweeting's-alley and Sweeting's-rents, as far as Freeman's-court?—Yes.

468. Mr. *Herries.*] Do you propose to include the whole of that in the building?—No, a part of that should be assigned to the building, and a part to a communication from north to south.

469. Mr. *Barnard.*] Looking to the plan, taking the south line right along, and then taking a line to the north, can you have a sufficiently wide street there and also a perfectly regular and handsome building?—I think so.

Sir *Robert Smirke.*

28 February 1838.

470. The *Chancellor of the Exchequer.*] Have you turned your attention to the public convenience that might be derived both from the removal of the two blocks of Bank-buildings, and also from opening a communication to the east from Cornhill to Threadneedle-street?—I have, in communications with the London-bridge committee, frequently inquired how far it would be possible to purchase a part, if not the whole, of this spot of ground (Bank-buildings); and from the great inconvenience the public now sustain in the neighbourhood of the Mansion-house every day, particularly in the afternoon, it has always appeared to me extremely important that some communication should be made by which the traffic could be drawn off in another line, from Cornhill, and through the back streets towards the Post-office.

471. Is there such a crowd at various periods of the day in those directions as to create serious obstructions?—I have seen the most serious inconveniences; I have seen carts and carriages detained there a considerable time, while I have been standing to see the effect; I have pressed upon the London-bridge committee the expediency of that measure, if their money would enable them to do it, to make a diversion towards the Post-office, because all communications now rather centre at the Mansion-house; the consequence is, that, as they approach in different directions, they get entangled.

472. With regard to certain improvements which have taken place in those vicinities, do you conceive that the improvements contemplated by the last questions would not only be important in themselves, but would have the additional good effect of giving greater relief to the public through the means of improvements already effected?—I think of very great importance; the public and many of the carts and carriages would pass from Moorgate-street in a direction eastward of the Exchange, to get to Gracechurch-street; the omnibuses in front of the Mansion-house increase the confusion exceedingly.

473. Mr. *Barnard.*] It is your opinion that, for the purposes of the Exchange, and the making a regular, handsome building, the area must be increased eastward?—I think it must, for the purposes of the building, and for public convenience at the same time.

474. Mr. *Herries.*] Do you mean to say by that, that it could not be accomplished without it?—I think it would be extremely imperfect without it.

475. That is your opinion, having considered the space which would be at the disposal of the architect?—Yes.

476. Mr. *Wakley.*] Supposing the building formed as you have stated, what would be the length of the west front of the building?—Not more than 100 feet.

477. Mr. *George Palmer.*] Would a circular end involve a considerable increase of expense in the building?—No.

478. Mr. *Barnard.*] Are you to be understood that, from the narrowness of the ground to the westward, you think it impossible to have a front there that would harmonize with the building generally?—Not if it extended westward of the entrance to the Bank.

479. The question refers to the space at the entrance to the Bank?—Yes, I think a handsome front might be made at that part.

480. How does that accord with your answer, in which you state, that, for architectural beauty, the building should not be thrown eastward?—Because it will want length; as the building would be narrowed it must be increased in length, and on that account the houses eastward of the Exchange would be wanted.

481. Viscount *Lowther.*] What is the width of the area?—Between 70 and 80 feet.

482. Mr. *Barnard.*] Are you to be understood, that you shall want the whole distance of the first block to the westward, and the whole of the block to the eastward to Freeman's-court, for the approach and for the building?—I think so.

483. The *Chancellor of the Exchequer.*] Would that admit of a line of buildings in front of that street to the west, leaving a carriage-way between those intended buildings and the Royal Exchange?—No, there is not space enough to allow of that.

484. Sir *Robert Inglis.*] Be so good as to measure the space from the northern end of the western front of Freeman's-court to the northern end of the eastern front of the late Royal Exchange, and state what is the breadth of that area?—One hundred and five feet.

485. Would that space admit, if it were continued equally from such north corner of the court, of a street running north and south, and also an increased area

area for the new Royal Exchange?—The street would be rather contracted at the end next the church; but I think there would still be sufficient room. Sir *Robert Smirke.* 28 February 1838

486. The *Chancellor of the Exchequer.*] That is assuming the church to remain as at present?—Yes.

487. Sir *Robert Inglis.*] Assuming the tower of the church, as suggested by a former witness, to be taken, would that enable you to make a street of nearly equal width?—Yes.

488. Mr. *Barnard.*] The Committee are to understand that, with that ground allotted to you, you could make a building fit for the Royal Exchange of the city of London, sufficiently beautiful and efficient for all purposes?—I have no doubt of that.

489. Mr. *Herries.*] With a street of 40 feet wide?—With a street of between 30 and 40 feet wide.

490. *Chairman.*] Such a street as would admit of three carriages, as well as a foot pavement?—Yes.

491. You included taking away the porch of the church, and the church remaining?—Yes.

492. Mr. *Barnard.*] You recommend all the parts marked blue to be purchased for the purposes of the building, or the approaches?—Yes.

493. Looking at the plan, does any thing further suggest itself to you that you would wish the Committee to be in possession of for the purpose of their forming an opinion?—I think that would provide for all reasonable wishes.

494. That is a site on which a building can be erected which you would not hesitate to put forward for the attention of the world?—No.

495. Mr. *G. Palmer.*] Would there be any advantage in making a foot communication round St. Benedict's church?—I cannot say that I have had occasion to consider that.

Mr. *Richard Lambert Jones*, again called in; and further Examined.

496. Mr. *Wakley.*] WOULD you propose that the whole of the parts marked blue to the east and west of the site of the late Exchange should be removed for the purposes of the new building, and by that affording to the public the open space required in that part of the ground?—Decidedly, I think it would not be complete without that. Mr. *R. L. Jones.*

497. Would you propose that the part marked blue to the north of the building should be removed?—Yes.

498. Mr. *Barnard.*] Should you require to have Freeman's-court with the tower of the church?—Freeman's-court, I conceive, will form a portion of the street; the front of Freeman's-court would be a part of the front of the intended street; a portion will be foot-paving and a portion carriage-paving.

499. Mr. *Wakley.*] Supposing the part referred to were removed, what would be the extent of the length and width of the new building?—There would be, I should think, 260 feet from east to west, and something like 145 to 150 feet from north to south.

500. What was the extreme length and width of the late building?—Two hundred and three feet from east to west, and 171 feet from north to south.

501. So that the new building would be about one-fifth larger than the late building?—I have stated in my former evidence that the proportion of the new building to the old, supposing the old building to be 350 squares of building and area, would be very nearly 400 feet of squares and area.

502. Mr. *Clay.*] That is to say, it would be larger in the proportion eight bears to seven?—Yes.

503. Mr. *George Palmer.*] In the event of the smaller plan being adopted, that, including only the first block of buildings to the westward, the area, which would be contained within the Royal Exchange, would not include a larger number of square feet than the present, giving up to the street what would be necessary to widen it?—Certainly not.

504. Unless the city should extend the Royal Exchange eastward beyond its present site, you consider that it would be impossible to enlarge the area with due accommodation to the street?—My opinion is, that, unless there is a space of ground added east and west of the Royal Exchange, there would not be ground enough to provide a sufficient space for a proper Royal Exchange.

Mr. *Thomas Marsh Nelson*, again called in; and further Examined.

Mr. *T. M. Nelson.*

28 February 1838.

505. Sir *Robert Inglis.*] IN your answer to question, No. 205, you stated that you were forming an estimate of the value of property necessary for making a line from the north end of St. Martin's-lane, through the Seven Dials into Broad-street, St. Giles's; have you brought such estimate, and, if so, will you lay it before the Chairman?—I have prepared a plan, and beg to deliver it in with the estimates.

506. Beginning at the north end of St. Martin's-lane, will you state at what you have estimated the expense of completing the street to Broad-street, St. Giles's, passing through the Seven Dials, and the width of such proposed street?—Commencing from the north end of St. Martin's-lane, taking down both sides of Little St. Martin's-lane, both sides of Little St. Andrew's-street and Great St. Andrew's-street, passing through Seven Dials, taking both sides of Great St. Andrew's-street, passing across Holborn, through George-street, to the circus I propose forming at Plumtree-street and Charlotte-street, will require 282 houses to be taken down, and 183 trades to be compensated; the value of the houses and compensation to the trades, I estimate at 437,890*l.*; I add to that 12,847*l.* for roads and sewers, making a total of 450,737*l.*; and 45,073*l.* for contingencies, at 10 per cent., will make a total outlay of 495,819*l.*, and the return from the ground-rents I value at two guineas per foot. I should also have stated to the Committee that I include, in this estimate, a branch from Tottenham Court-road to Seven Dials, passing to the west of St. Giles's church, and opening the same, and also widening part of High-street, Bloomsbury; the total return from the ground-rents I estimate at 227,430*l.*

507. Taking the ground-rents at how many years' purchase?—At thirty years' purchase freehold ground-rents, which will leave the net cost of the improvement 268,389*l.* 14*s.*

508. The estimate the Committee perceive includes the formation of a circus at the north end of St. Martin's-lane, the formation of a circus at the south end of Charlotte-street, and the formation of a circus at the south end of the point of junction of Tottenham Court-road with the new street by which you propose to connect Tottenham Court-road and Oxford-street with Seven Dials?—Yes.

509. Does the formation of such circus, at the north end of St. Martin's-lane, involve a sacrifice of houses for the sake of architectural beauty, which sacrifice might be avoided consistently with public convenience?—I think the formation of a circus, where four streets meet, is absolutely necessary for public convenience; where four streets meet without a circus, we always find they are choked by the traffic passing from one street to another; an increased area is required of about twice the width of one street to prevent interruption; between Regent-street and Oxford-street there is no difficulty in consequence of carriages passing within the circus.

510. Was that the principle on which Mr. Nash is understood to have proceeded in drawing the line of Regent-street?—Yes; he has followed that out where the two great thoroughfares of Oxford-street and Piccadilly cross Regent-street; if the Committee will allow me to make a suggestion, I should like to explain, before entering into a detail of the plan, the principle I have followed in the improvements I have to propose.

511. In the close of your evidence on the former day of your examination, you were requested to prepare two estimates with reference to the line of communication between Waterloo-bridge, from the point where the approach is now completed, that is to say, from the north end of Bow-street into Broad-street, St. Giles's, through Hanover-street, Old Belton-street and New Belton-street; have you prepared such estimates accordingly?—I have prepared two estimates, one calculating the expense of widening Old and New Belton-street and Hanover-street, the other making a straight street from the end of Bow-street to the circus I have just described at the end of Charlotte-street; the estimates for widening Hanover-street, Belton-street Old and New, and Plumtree-street, will require 81 houses to be taken down, and 41 trades to be compensated, which will amount to 98,550*l.*; 4,683*l.* to be added for the roads and sewers, amounting together to 103,233*l.*; 10,322*l.* to be added for contingencies, making a total of 113,556*l.*; the return from the ground-rents at 15*s.* a foot, which I consider the frontage would be worth, amounts to 21,825*l.*, making a net cost of 91,731*l.*; the estimate for making a new

street

street in a direct line from the north end of Bow-street to the circus in Charlotte-street, will require 92 houses and 53 trades to be compensated, and will amount to 174,680*l.*; the roads and sewers will amount to 8,050*l.* 15*s.*, making a total of 182,730*l.* 15*s.*; adding 10 per cent. for contingencies, 18,273*l.* 11*s.*; the total outlay will be 201,003*l.* 16*s.*; the sale of the ground-rents upon that line, which I estimate at 1*l.* 10*s.* per foot, will amount to 108,450*l.*, leaving a net cost of 92,553*l.*, which shows that in the cost of widening Belton-street, and forming the new street, there will, in the net cost, be very little difference.

512. *Chairman.*] Why do you estimate the ground-rent of the one at 15*s.*, and the other at 30*s.*?—I consider that very few builders will take ground in the street when widened, and build good houses opposite the rag-shops, and bad houses on the other side the street.

513. Will you inform the Committee why you propose to take up both your new streets in distinct lines, from Broad-street, St. Giles's, to the proposed new circus at the bottom of Charlotte-street; and whether a very considerable saving of expense would not be the result of making the two new streets both terminate in Broad-street, and widening Plumtree-street itself, up to the proposed new circus?—A great saving of expense would certainly be made; I have adopted distinct lines, as there will be considerable traffic in both streets; the line from St. Martin's-lane will form part of the proposed new thoroughfare from east to west, and the line from Waterloo-bridge to Charlotte-street will, when the Birmingham Railway is completed, be nearly as great a thoroughfare, I conceive, if the bridge were opened, as the line across Blackfriars-bridge up St. John-street; for the traffic from the north of London will be removed from the Angel at Islington to Euston-square; consequently the traffic on the south side of the Thames would, if Waterloo-bridge were opened, take that line as the nearest.

514. Mr. *Clay.*] Supposing the houses now standing at the angle of Broad-street, St. Giles's, and King-street, were taken down as proposed, would there not be then so slight a deviation in the line of either of the new streets into Plumtree-street, when widened, so as to create no inconvenience worth remedying at so great an expense?—I think, if it were decided to widen Hanover-street and Belton-street only, one line from the circus to Holborn would answer the purpose; but if the direct line from Bow-street to the circus at Charlotte-street be formed, as it crosses Broad-street farther to the east, one line would not then answer the purpose.

515. What would be the difference of expense of the junction now proposed by the Committee?—I cannot state the exact saving of expense, because the whole of the houses on the line are taken in one estimate; but I can furnish the Committee with it at their next meeting.

516. Mr. *George Palmer.*] If this plan was adopted, of taking the traffic through Hanover-street, by widening it, and there was a considerable traffic in that spot, would not the inconvenience be very great in that angle, from the manner in which carriages must cross at that angle?—Very great indeed.

517. Would it not be worth while to take down the western corner of Bow-street, so as to make the entrance straight?—Yes; but, as the estimates for the two lines are very nearly alike, I think there cannot be a doubt which is preferable.

518. Mr. *Wakley.*] In your plan, do you propose to take down the houses at the south side of Broad-street, nearly opposite to Plumtree-street?—Yes, a part.

519. Do you not propose to take down the whole of those houses?—No, only a part of them.

520. Would it not add to the convenience of the public, to take down the whole?—Yes; but I have included only those necessary for the proposed line of street.

521. Is that property valuable?—No, they are very old houses.

522. Mr. *George Palmer.*] Might not the second plan for making a completely new street be made to diverge into Broad-street, St. Giles's, at the point where the street from the north entrance of St. Martin's-lane is proposed to join it?—It might be done so, but that would take it more out of the straight line from Charlotte-street to Bow-street.

523. Sir *Robert Inglis.*] You recommend to the Committee, from your knowledge of the localities and general experience in dealing with builders, to take the new line and make a new street, in preference to the enlargement of the line of the old street?—Most certainly.

Mr. T. M. Nelson.

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524. And especially in the case of Hanover-street and Belton-street Old and New, on the ground that the houses which would remain on the left side of those streets respectively, are such as would furnish no attraction to any builder to erect more decent houses opposite them, but on the contrary would repel such builders? —I think that the houses on the west side of Belton and Hanover-streets would form a great objection to letting the ground on the east side.

525. *Chairman.*] Will you proceed to your other line?—On the large map of Horwood, the blue lines exhibit the present thoroughfares from east to west, and I propose to divide the improvements in London into three classes; the first class, those which create new leading thoroughfares; the second class I term local improvements, which may relieve the present thoroughfares in part, but take the traffic into them again at another point; the third are the removal of obstructions in the present streets; it is to the first class that I propose to direct the attention of the Committee; namely, the creation of a new thoroughfare from east to west, in London. I divide the traffic in the present thoroughfares into two parts, that part going to the city, and, secondly, that traffic passing through the city to the suburbs eastward or westward. My object in the present plans has been to divert that second class of traffic into a new thoroughfare, by which means the streets and city would be greatly relieved of a large portion of the carriages which are at present passing through them. I take Regent circus, Piccadilly, as the starting-point of the traffic westward of London. I make a new street branching eastward from the County Fire Office corresponding with the Quadrant and similar in width to Regent-street, to St. Giles's church, where it would meet the new street in continuation of St. Martin's-lane, and, crossing Holborn to the proposed circus I have just described at the end of Charlotte-street and the street from Oxford-street, from thence it continues through James-street and Castle-street, which are widened, Hart-street, through Bloomsbury-square, taking down the projecting houses at the corner of Orange-street, through Theobald's-road, King's-road, widening Liquorpond-street, across the top of Leather-lane, and crossing the valley of the Fleet to the Sessions-house, Clerkenwell-green, by a viaduct, at which point it will meet the improvement from the end of Farringdon--street to the Sessions-house. From Clerkenwell-green I continue the street across St. John's-square and St. John-street, widening Wilderness-row by taking down the wall of the Charter-house gardens and setting it back; that brings the proposed thoroughfare to the end of Old-street, and connects the great approach, by Aldersgate-street, with the line I have just described. Evidence was given on the advantages of opening the communication from Old-street to Oxford-street, by Mr. Mills, a magistrate of the county, in the Committee of 1836. From Aldersgate-street the new thoroughfare would continue through Old-street, Oldd street-road, to Shoreditch church, where it would meet the Kingsland-road an- the Hackney-road, consequently would bring the inhabitants of the suburbs on the North-road to the west end of the town without passing through the city as they do at present. From Shoreditch church I propose that the Hackney-road should form a portion of the great thoroughfare till it stops at Cambridge-heath, which is the point of junction of the road from Hackney to the Mile-end-road, and also the road from Hackney to Shoreditch; from Cambridge-heath I propose to widen Prospect-place, and form a new road over Bonner's Hall-bridge, till it meets the Old Ford-road at Grove-road; I use the Old Ford-road by widening it as far as the Old Ford on the River Lea, which was the Roman Ford. Over the River Lea I propose to erect a bridge and form a new road over Stratford-marshes to the eastern terminus of the proposed thoroughfare at Stratford-green, where the Norwich and Newmarket roads diverge. The result of the distances will be, from Regent circus to Stratford, by the present line, through Whitechapel, six miles three-quarters and five chains; by the new line, six miles, one quarter and eleven chains; making a saving of a quarter of a mile and fourteen chains, or nearly half a mile in favour of the new thoroughfare. From Regent circus to Shoreditch church, by the old line, is three miles and a half and six chains, that is going by the city; by the City-road it is four miles and a quarter and sixteen chains; by the new line it would be two miles, three quarters, twelve chains and a half; making a saving to the inhabitants who live in the northern suburbs of London, of half a mile and thirteen chains. The estimate of the purchase of property and compensation for trades, on the first portion, from Regent circus to the circus at the end of Charlotte-street, 567,400*l.*; the cost of the sewers and roads, 24,771*l.* 14*s.*; the contingencies, 59,217*l.* 3*s.*; the net cost of the first division

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division will be 75,253*l.* 17*s.*; the net cost of the second division, from Oxford-street to Cambridge-heath, will be 242,455*l.* 19*s.*; and the third division, from Cambridge-heath to Stratford-green, 42,286*l.* 2*s.*; leaving the total net cost of the improvement, 359,995*l.* 18*s.* for the whole of the line.

526. Mr. *Clay.*] Of the proposed line from Regent circus to Stratford, which you estimate at 359,995*l.* 18*s.* net, will you state what proportion of the estimated price applies to the part from Regent circus up to the proposed circus at the end of Charlotte-street, according to the plan which assumes a right line from Regent circus to Charlotte-street circus?—Seventy-five thousand two hundred and fifty-three pounds, seventeen shillings, is the portion of the estimate for the new street I propose from Regent circus to Broad-street; and if the line be adopted from the top of St. Martin's-lane to the circus in Charlotte-street, the estimate of 359,000*l.* will be increased to 553,131*l.*

[*The Witness delivered in the following Paper.*]

PROPOSED STREET IMPROVEMENTS.

ABSTRACT of ESTIMATES.

		Houses and Buildings to be taken down.	Purchase of Property, and Compensation for Trades.	Cost of Sewers and Roads.	10 per cent. Contingencies.	TOTAL OUTLAY.	Sale of Freehold Ground Rents.	NET COST of IMPROVEMENTS.	
			£. s.	£. s.	£. s.	£. s.	£ s.	£. s.	£. s.
A	1	483	567,400 –	24,771 14	59,217 3	651,388 17	576,135 –	75,253 17	359,995 18
A	2	397	329,402 –	34,767 1	36,416 18	400,585 19	158,139 –	242,455 19	
A	3	55	32,677 10	18,416 14	5,109 8	56,203 12	13,917 10	42,286 2	
B		403	395,336 –	33,670 14	42,900 13	471,907 7	285,705 –	- - -	186,202 7
C		157	289,260 –	11,012 10	30,027 3	330,299 13	116,047 10	- - -	214,252 3
D		85	206,390 –	9,500 –	21,589 –	237,479 –	154,350 –	- - -	83,129 –

Veneris, 2° *die Martii*, 1838.

MEMBERS PRESENT.

Sir Robert Inglis.
Mr. Pendarves.
Mr. Clay.
Sir Edward Codrington.
Mr. George Palmer.
Lord Lowther.
Mr. Wakley.
Mr. Barnard.
Sir Matthew Wood.

MR. HERRIES, IN THE CHAIR.

George Richard Robinson, Esq. called in; and Examined.

G. R. Robinson, Esq.

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527. *Chairman.*] YOU are chairman of Lloyd's?—I am.

528. In that character are you well acquainted with the business of the city generally, and particularly with the transactions or business of the Royal Exchange?—Yes.

529. The Committee have under their consideration suggestions with a view to rebuild the Royal Exchange, and they are desirous, in the first instance, of having your opinion, and that of other persons similarly experienced as yourself, as to the best site for such a building as the Royal Exchange; they wish you to state, therefore, whether in your opinion the present site is preferable to any other for the general accommodation of merchants and the commercial interests?—I consider the present site, or something immediately contiguous to it,—I do not mean the exact site on which the old Royal Exchange stood, but upon that site, or near that site,—to be far the most convenient place for the transaction of business generally in the city of London.

530. My question was not directed to the exact site, but the general locality?—As to the locality.

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531. You are of opinion that no better site can be obtained?—The Committee must be aware that the Royal Exchange having stood for so many years on the late site, congregated about it an immense number of gentlemen connected with trade generally; that in point of fact it is almost indispensable that the new Royal Exchange should be built on or about the present site.

532. You mean generally that merchants have adapted their residences and counting-houses, and places for transacting business, very much with reference to the vicinity of the Royal Exchange?—Precisely so.

533. So that any alteration in that respect you would deem to be probably productive of inconvenience to a great number of mercantile men?—Considerable inconvenience.

534. Have you turned your attention at all to the neighbourhood of the Royal Exchange, that is to say, the approaches to it on the two sides, both from Cornhill, and on the other side adjoining the Bank?—I am well acquainted with both.

535. Do you think any improvement in that respect is much wanted in some of the thoroughfares, and particularly between the Bank, the Royal Exchange and the contiguous streets, whether they are not much too narrow?—Exceedingly so.

536. Do you not think that a number of advantages would be derived from opening a wider communication in that direction, that is to say, along the turning by the Bank, and so on to Treadneedle-street?—Unquestionably.

537. Do you remember a projection by St. Bartholomew-lane?—Yes, I have noticed it.

538. Would the removal of that projection, in your opinion, be a considerable advantage?—No doubt it would be a great improvement, but I consider that improvements to a much greater extent than those to which you have alluded are required.

539. Have the goodness to state them?—I mean, if the Committee contemplated merely the removal of that obstruction, that it would not make the approach to the Royal Exchange so free as is indispensably necessary; I should contemplate, speaking for myself, improvements to a very much greater extent, by the removal of a greater number of buildings.

540. You think the continuance of the enlargement occasioned by the removal of that projection, carrying the continuance of the shape of the street of a similar width to a greater distance, would be a great improvement?—No doubt it would.

541. You have observed that one corner of the late Royal Exchange projected inwards towards the Bank, so as to narrow that part between the termination of the Royal Exchange and the Bank very considerably?—You speak of the Exchange Buildings?

542. Yes?—O yes, considerably.

543. You think advantage would be derived from so arranging the new building that it should not approach so near upon that corner, or to any part of the Bank of England?—No doubt.

544. Is that what you mean?—Yes; you are speaking of the Royal Exchange to be built upon the present site.

545. I mean in removing and altering, that the new building should be so arranged as not to project so much towards the Bank of England; do you not think that would be of advantage?—No doubt it would be an advantage *pro tanto*.

546. On the western side of the Royal Exchange there are two masses of buildings?—Yes.

547. Do you think it would be of advantage, as well as embellishment; in the first instance, would it be an advantage if that space was entirely unoccupied by buildings, so as to present an open area adjoining to the new Royal Exchange?—I think it would be a very great advantage that such an open space should remain unoccupied.

548. Considering the great influx to the Royal Exchange, you are of opinion that all access and approaches should be as clear as possible; that there should be as much space as can conveniently be made?—Yes; it is only a question of expense, but the advantage is unquestionable. My own opinion is, if I may be permitted to go on, that it would be a pity, now that you are rebuilding a Royal Exchange, that it should be done on so limited a scale as to deprive the public

public of the advantages to be derived from a much larger space, and affording every convenience to this building.

549. The Royal Exchange is a very great convenience, is it not, to the merchants and brokers, insurers, underwriters and others who transact that description of mercantile business in the city of London?—It is for that purpose.

550. It is of great importance that they should have a convenient place for meeting to transact the great mercantile business of this metropolis?—It is absolutely necessary.

551. Those who transact business have a great interest in it?—No doubt.

552. Do you think, under those circumstances, they would be unwilling to contribute to any considerable improvement that might be suggested in the re-establishment of the Royal Exchange?—You mean the mercantile body?

553. Merchants, bankers, brokers and underwriters of the city of London, and persons of that description, transacting business at the Royal Exchange?—I should say that the merchants and underwriters have so direct an interest in the establishment of the Royal Exchange for their convenience and advantage, that they would have no objection. I am speaking merely my opinion; I should think they would be willing to contribute, but I do not know that bankers have any interest at all. My own opinion is, that bankers have nothing to do with it; but the great body of merchants, underwriters and traders have an interest, and would, I think, not be unwilling, provided a fund was wanting, to contribute by voluntary subscription to a considerable extent; I should say so; I can only speak as to the underwriters at Lloyd's, that, having always occupied premises for the transaction of their business within the Royal Exchange, I have no doubt they would be willing to contribute considerably; but then of course they would expect to have accommodation provided for them. I have no authority to state what they would do; but I think they would contribute to a fund, provided accommodation was furnished within the Exchange proportionate to the contribution that they made.

554. Mr. *Wakley*.] What number of persons does your description embrace?—About 1,200, but many of those are merchants also.

555. Have you any objection to state the amount of subscription that is paid by each individual to Lloyd's?—I have no objection, but I cannot speak from memory. Do you mean the amount that each subscriber pays annually?

556. Yes?—The entrance money is 25 *l.*; the annual subscription is four guineas for a subscriber, and the same for a substitute; that is a person who comes in under a subscriber's ticket, who is named by him as a substitute.

557. *Chairman*.] You stated, in answer to a question put by me, that provided they had commensurate accommodation, you think the underwriters at Lloyd's would be disposed to contribute towards rebuilding the Exchange; what is the nature of the accommodation to which you advert?—Rooms of sufficient magnitude and extent to enable them to transact their business. Do you ask as to the number of the rooms?

558. No; the nature of the accommodation?—Why, something greater in extent than that which they occupied in the old Royal Exchange.

559. Did they pay high for that?—They paid 600 *l.* a year to the Gresham Committee for their accommodation in the late building.

560. Probably, if now there was larger accommodation, upon a better scale, and better adapted to their convenience, they would be willing to pay a more considerable rent than before?—Possibly they would; but that would depend upon the vote of the subscribers. I think it is likely if the accommodation was superior to that which they occupied before, that they would be willing to pay a higher rent.

561. Or perhaps willing to give more towards rebuilding the Exchange, in consideration of having larger accommodation?—I think it is probable they would.

562. In short, you think, in one respect or another, considering their own convenience, and the interests of the city of London generally, they would be liberally inclined?—I am quite certain that Lloyd's, as a body, in rebuilding the Royal Exchange, with a view to the convenience of the merchants and the underwriters, would be disposed to look at the thing with a liberal disposition.

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563. Sir *Robert Inglis.*] Has the association of subscribers of Lloyd's any funds at its disposal?—They have.

564. Have you any objection to state that to the Committee?—I cannot state it from memory, but they have considerable funds in the securities of the country, the Bank of England; what the extent is I cannot state without referring to the books.

565. But you have reason to think that, from that general fund, and from the liberality of the individual subscribers at present members of Lloyd's, a considerable sum might be raised in aid of a building in which their own association might receive additional accommodation, and which the general commerce of the country might find in proportion also greater accommodation?—I must state that I have no authority for speaking for the subscribers to Lloyd's; but my own impression is, that if a sum of money was required from their funds to assist in rebuilding the Royal Exchange, that they would be willing to vote a considerable sum on condition of being provided with necessary accommodation rent-free within the Exchange, so as to have an equivalent for the money so voted. I am perfectly satisfied, that if the subscribers to Lloyd's entered into it, that the merchants and traders of London generally would be disposed to come forward with a liberal spirit to assist; but I wish the Committee to understand that I am speaking for myself. I think, in that case, the subscribers would expect to be afforded the necessary accommodation within the Exchange, because the Committee are aware, that the merchants who might contribute to the rebuilding of the Royal Exchange would derive advantage from it individually in their attendance at the Exchange; whereas the subscribers at Lloyd's do not attend the Exchange properly so called, but they have rooms where they meet daily to transact their business; therefore, it is of a more permanent character than the merchants who attend at Exchange hours for the purpose of meeting together and transacting their business.

566. Would it be equitable to expect that the Trustees of the Gresham estate would rebuild upon the same or any other area an edifice in which greater accommodation would be provided for the subscribers to Lloyd's, unless they themselves were to receive an amount equal at least to that which they derived from the rent paid for the old building which is now destroyed; in other words, what advantage would the Trustees of the Gresham estate derive from building, by aid of the subscribers to Lloyd's, accommodation rent-free for them upon the same or any other area than that occupied by the remains of the late Royal Exchange?—In the late Royal Exchange the subscribers to Lloyd's were lessees; the Exchange had been built, and the subscribers to Lloyd's, like the Royal Exchange and other bodies, were lessees; and what I have stated was, that I thought, instead of paying an annual rent, that if money were required to assist in rebuilding the Royal Exchange, that the subscribers to Lloyd's might not be unwilling out of their funds to vote a sum of money, but that in doing so, they having a property in the building, if I may use that expression, that they ought not to be expected to pay a rent.

567. *Chairman.*] Then the observation you now make is independent of the answer to a former question, in which you say that you thought the merchants and persons who resort to the Exchange, and have the use of it, would be found liberally disposed to contribute towards rebuilding the Exchange?—As a merchant of some years' standing in the city of London, and having had the opportunity of hearing the sentiments of a large body of merchants since the unfortunate accident, I should say that if the corporation of the city of London and the Government were disposed to come forward with a liberal spirit to build a Royal Exchange worthy of this great metropolis, that the merchants of the city of London would be disposed individually to contribute liberally themselves to assist in raising funds necessary for that purpose, rather than have a limited building totally unworthy of this great city; that is my impression.

568. Mr. *Wakley.*] Are you one of the Trustees of the Gresham Committee?—No, I am not.

569. Mr. *George Palmer.*] When you state that you consider that the merchants of Lloyd's Coffee-house would give a sum of money towards the rebuilding of the Royal Exchange, do you allude to the nature of the building itself, and the

the accommodation within the building, or do you allude generally to the approaches, widening of the streets, and the purchase of lands, for the purpose of enlarging the site of it?—I should say, with reference to the building itself, and the removal of buildings which would be necessary to constitute a more advantageous site, with respect to the improvements, generally, of widening the approaches, that I should consider is a matter rather belonging to the corporation of the city of London, although perhaps the whole might be considered as embracing one object.

570. *Chairman.*] But you bear in mind the question to which you gave an answer, which related to the removal of buildings, particularly on the western side, in case of rebuilding the Royal Exchange?—Yes.

571. In short, you mean improvements generally; access to the Royal Exchange, and the space immediately round about it; that is what you had in view?—Yes.

572. Mr. *George Palmer.*] Supposing the Trustees were not at all inclined to part with one inch of their control over the building, but were willing to rebuild in such a way as would be creditable to the city of London themselves, do you think, under those circumstances, that Lloyd's would subscribe any sum towards the other part of the building, from which they received no return whatever, being subject to pay a rent for such part of the premises as they might occupy?—I cannot speak to what the subscribers at Lloyd's might be disposed to do under such circumstances, but generally I should state, from the public spirit which that body has always manifested, that, if the merchants in London, generally, would contribute, they would be disposed themselves also to become contributors; I think so.

573. Do you consider the space within the old Royal Exchange sufficient in every respect for accommodation, in point of space, for the mercantile interests, and those who frequent it?—No, I consider it too limited; I consider that a greater space is now required.

574. Is there any particular part of the space that you think ought more to be altered than any other; I allude to the open and the covered space?—I should say, that the covered space, in case of bad weather, was rather more deficient than the open space; but I think that the whole is too limited for the new building.

575. To what extent should you think it ought to be increased; one-fourth, one-fifth, or one-third, or what?—Do you mean for the accommodation of merchants meeting on the Exchange?

576. I mean the open space entirely; I do not mean the covered?—I should say an increase of one-third beyond the present accommodation.

577. Mr. *Wakley.*] That is, the entire building?—Yes.

578. The open space, inclusive of the building?—Yes.

579. *Chairman.*] By open space do you include the part covered; do you mean the whole space in which they meet?—The whole of the space; I think if it was enlarged one-third that there would be sufficient accommodation both in the open and in the covered part.

580. Mr. *Wakley.*] What was the amount of rent paid by the Committee of Lloyd's to the Gresham Trustees?—I have answered that already; 600*l.*

581. What does the proportion of accommodation occupied by Lloyd's bear to the accommodation which could be furnished by the whole of the Exchange?—I really can hardly answer that question; but I should say, generally, the other part was let off; you mean the first floor?

582. Yes, the first floor?—The other was let off so much into private offices, and, without going very minutely into calculations, I cannot state. I should say, probably, that the area occupied by the rooms for Lloyd's was perhaps about one-third of the upper story.

583. *Chairman.*] As much as that?—Yes, more than one-third.

584. Mr. *George Palmer.*] Up stairs?—Yes.

585. *Chairman.*] Have you seen the plans for improving the Exchange?—No.

586. Nor heard of them?—Yes, I have heard of the plans, and of course it has occasioned a good deal of discussion in the city. The impression generally there appears to be in favour of throwing down not only those buildings to the westward, but also a great number of buildings to the eastward; I have heard it suggested that it embraces the destruction of a great many buildings; that would involve a great expense, as far as Finch-lane, including the church.

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587. Is that Freeman's-court?—Yes, Freeman's-court. Then Finch-lane is beyond that; it is further still; Freeman's-court is somewhat more limited; that would throw open a large space.

588. That would, of course, involve a large expense?—Yes.

589. Sir *Edward Codrington.*] I wish to know whether the accommodation of Lloyd's might take place beyond giving the whole of the area below to the business of the Exchange, and whether other accommodation may not be given to the Royal Assurance Company, and so on, so as to make this building produce a great additional income?—Lloyd's would prefer having their accommodation a little removed from the ground, without any rooms over, so as to allow light and ventilation from the roof, as most suitable for the assemblage of so large a concourse of gentlemen as meet daily at Lloyd's.

590. It was not so before?—No, it was not so before; but I consider that if the Royal Exchange was built upon an enlarged scale, and the approaches were improved, that accommodation might then be afforded to Lloyd's, and other public bodies, who would be competitors in occupying part of that building, and individual merchants, who might also be accommodated within it, would afford so large a rental, that, considering the value of the buildings in that locality, that it would contribute in a great degree to pay the interest of the sum of money necessary to build such a place.

591. Supposing the 200,000 *l.* and the 150,000 *l.*, which are the sums calculated to clear the ground, and give an opportunity for making a complete building, what rent do you then suppose might be obtained from the whole?—That would depend so much upon the style of the building, and the nature of the accommodation to be afforded, that I can offer no opinion; but I should say, generally, a large rental; the Committee are probably aware, that formerly, in the old Exchange, there was a number of small shops and other places; but if the Royal Exchange is built upon a large scale, and the description of accommodations within the building is such as to induce merchants to have their offices there, and to afford Lloyd's and other public bodies sufficient accommodation within the building, the value of the rental will be very considerably increased.

592. *Chairman.*] Has there been any communication between the Trustees of the Royal Exchange and the principal mercantile bodies in the city, either the Bank of England, Lloyd's, and other large bodies, with reference to the rebuilding of the Royal Exchange?—I do not know; I cannot answer that question, except with reference to Lloyd's; shortly after the Royal Exchange was destroyed, the Committee at Lloyd's wrote a letter to the Gresham Committee, expressing a wish that in the re-construction of the Royal Exchange accommodation might be afforded to the subscribers to Lloyd's, within the building, for the transaction of their business; I am not aware whether any or what communication beyond that has taken place with the Gresham Committee.

593. That was merely an intimation from Lloyd's to the Gresham Committee?—Yes; in order that they might put in a claim.

594. But you have not since that time been consulted upon the subject, or your opinion asked?—No, I have not.

595. Have you had such communications as to afford you an opportunity of offering an opinion upon the subject?—No.

596. You are not aware whether similar communications have been held with the merchants?—I am not aware with respect to the merchants; I presume that no such communication would be likely to take place, because the Royal Exchange would be built expressly for the merchants; it is a matter of public convenience for the merchants, and they would be sure to be considered; it is built for their accommodation.

597. But with reference to the subject that you threw out, that the Royal Exchange might be made to afford accommodation of the description to which you have adverted, for merchants and others to contribute generally, by way of repayment of the interest for any monies employed in rebuilding of it, with a view to any such plan as that, it would be useful to consult the merchants before any such plan was attempted to be carried into effect?—I should say it would be desirable that the committee, with whom the rebuilding of the Royal Exchange will rest, should so far consult the merchants as to endeavour to construct the internal arrangement of the building in such a manner as would be most acceptable to them, because in that way undoubtedly they would derive greater advantage from it.

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598. Do you think, upon the principle to which you are now adverting, it would be practicable to find the means for rebuilding the Royal Exchange entirely from such a fund so created, that is to say, from the rent which might arise from the occupancy of the building?—Certainly not; because so large a portion of the building would be required as an open space for the accommodation of the merchants and the public, that the rental to be derived from the interior of the building, as I call it, would not be sufficient to pay the amount of the building altogether; it would be an available portion, and nothing more.

599. It would come in aid of other funds?—It would.

600. Sir *Robert Inglis.*] Do you conceive that it would be possible to include the Stock Exchange within the same area, and accordingly to obtain some assistance from those gentlemen?—I should state to the Committee that I am totally unconnected with the Stock Exchange; I am not authorized to speak for them; but my own opinion is, that accommodation would not be afforded to the Stock Exchange within the same building, if it was built upon a larger scale; as I understand the question of the honourable Baronet, it is whether a further contribution might be made by them towards the fund for rebuilding, as well as from Lloyd's; I should say not.

601. Are you aware whether the gentlemen of the Stock Exchange have any common fund?—I am not aware.

Samuel Gurney, Esq., called in; and Examined.

Samuel Gurney, Esq.

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602. *Chairman.*] THE Committee are desirous of having your opinion, as a gentleman conversant with the business transacted at the Royal Exchange, with respect to the rebuilding of that Exchange; the Committee wish to know whether you are of opinion that the present site of the late Royal Exchange is the most preferable and the most advantageous for many of the parties who resort there than any other which at present has been suggested?—I think it is the best spot in the city for a Royal Exchange.

603. The habits of the merchants and most of those persons who, I believe, resort to the Royal Exchange, have been in a great measure formed upon the present locality, and it would be inconvenient to them if a new site was to be adopted?—It would be inconvenient to them; the merchants of London have located themselves with that view, and it is the centre of our mercantile interest.

604. It is important that it should adjoin the Bank?—It is desirable that it should be near to the Bank.

605. Does it afford all the accommodation which merchants can require; in your opinion; is it large enough?—I think it is not large enough.

606. In all other respects is it well arranged?—I think the arrangements altogether are good, but it is not large enough for the merchants of London; during the hours of the Exchange the crowd is so considerable, that it is very difficult to get from one part to another; and also to find the people that you want.

607. In what way do you propose to remedy it; merely by an increase in the size of the area, or any other arrangement of the space?—I think an increased size would materially facilitate in that respect, but I am not aware that any new arrangement would be necessary.

608. Would it be desirable that the whole space should be covered in, or merely a part?—I think it is desirable that it should be covered in.

609. Mr. *Clay.*] Supposing the whole area to be covered, as now open, would it still be desirable, in your opinion, to have it of a larger size?—I think it desirable that it should be increased.

610. You mean to say, that now, in fair weather, when you are able to stand without a covering, that even then the Royal Exchange is inconveniently crowded?—It is invariably crowded, and inconveniently so.

611. *Chairman.*] I apprehend, Mr. Gurney, that few persons are more competent than yourself to give an opinion upon this subject, inasmuch as I believe you have been a broker for some years?—I am a bill-broker and money-agent.

612. And have transacted business to a great extent?—I have transacted business to a great extent, but am not lead daily to attend the Royal Exchange.

613. I believe you are in constant communication with all the principal merchants in the city?—Constantly.

Samuel Gurney, Esq.

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614. So that you are a good judge of what would suit them in that respect?—I think so.

615. Sir *Robert Inglis*.] You have stated strongly the inconvenience which merchants have experienced from the confined area of the late Royal Exchange; have you reason to think, from your knowledge of the character of the merchants of the city of London, that for obtaining an increase of easy accommodation in any new building to be erected, they would individually subscribe in aid of a fund for such an erection?—I think that our leading houses would subscribe for such an object.

616. Have you reason to think that the leading associations also would subscribe?—Many of the companies would not, under a feeling their funds are in trust for other purposes; others would feel and act liberally on the subject.

617. Have you considered what rent might be received from an increased accommodation given, either to associations or to individual merchants, by increasing the size in rebuilding the Royal Exchange?—I have no doubt that an increased rent might be obtained from increased accommodation.

618–19. Do you conceive that money could be raised upon the faith of such prospective rents, in order to complete the fund already in hand for the proposed new building, so as to enable it to be carried to the requisite extent?—I cannot at all doubt that money might be raised upon the prospective rents.

620. In your answer, do you look forward to the incorporation of any other association, with Lloyd's, for instance, as carrying on hereafter their business in the Royal Exchange?—I do not think it would depend upon whether it was occupied by Lloyd's or any other parties; I think it would be a description of accommodation that would be eagerly sought after in the city, whether it was arranged as private or public offices.

621. *Chairman*.] For notaries or professional men?—It would be desirable for business of all kinds.

622. Persons would be desirous of having such accommodation?—Yes; I do not doubt it.

623. Your opinion, therefore, clearly would be, on the part of the great bodies more or less interested in mercantile transactions in the city, that there is a liberal disposition to contribute towards the rebuilding of the Exchange, as should be satisfactory to the city of London?—I think there is a liberal disposition; but I think the difficulty in such arrangements is in procuring proper persons to make applications.

624. A good deal, you say, depends upon the mode of communication in which the different mercantile bodies might be brought together?—I think a good deal depends upon the manner in which the application is made.

625. Mr. *George Palmer*.] Have you such a knowledge of the business which is carried on at the Stock Exchange, as to be enabled to state to the Committee if, in your opinion, it would be desirable for them to transfer the Stock Exchange to any part of the area of the new Royal Exchange, in order to make their contribution available for the purpose of the erection?—I apprehend that the gentlemen who are interested in the Stock Exchange are well satisfied with their present position; it is exceedingly convenient to them, and they would not readily make any change; I do not know what advantage they are to gain by it.

626. Mr. *Clay*.] Have they not immediate access to Throgmorton-street, where they can obtain all sorts of offices which they may require, at a reasonable rate, and close to the scene of their business?—Yes, their situation is convenient for them in every direction.

627. You think they would not be disposed to transfer the site of their business?—I think not; but mine is only an individual opinion.

628. Do you think an improved access, a wider approach both to the Royal Exchange and to the Bank and the streets immediately adjacent, would be a matter of considerable convenience?—I think it would; the Cornhill approach is good, but that from Threadneedle-street is any thing but good.

629. The communication, for instance, between Broad-street and the neighbouring streets, in which many of the principal merchants have offices, between that and the Royal Exchange, is not that a very inconvenient communication?—It is very bad indeed; that embraces Threadneedle-street, which I have before alluded to.

630. *Chairman*.] Do you not conceive that it would be a great improvement removing the projecting corner by Bartholomew-lane, the church, and also

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also removing the house north of Sweeting's-alley, so as to establish a wide thoroughfare, generally, in front of the Bank, and afterwards into Threadneedle-street?—It would be a great improvement.

631. I believe you are strongly of opinion also that the removal of this projection at the north end of the Royal Exchange would be a great improvement?—Yes, if it were possible to obtain a greater width at the north-west corner of the Royal Exchange, and also the north end of Sweeting's-alley, it would be a great improvement.

632. Taken in conjunction with the northern corner of Threadneedle-street?—Yes, and taking off the south-eastern corner of Bartholomew-lane.

633. Do you think also that it would be of great advantage if the buildings which now exist on the western side of the Royal Exchange were removed so as to have an open space there?—I think it would be a great advantage.

634. It would promote health, convenience and embellishment?—Yes, it would promote convenience, embellishment and health.

Timothy Abraham Curtis, Esq., Governor of the Bank of England, and Sir *John Reid*, Bart., Deputy Governor, called in; and Examined.

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635. *Chairman.*] THE Committee are desirous of having the opinion of the governor and the deputy governor, in their capacities as such, and also as eminent merchants of the city of London, with respect to the site upon which the Royal Exchange should be rebuilt; the Committee are desirous of knowing whether you are of opinion that the present site of the Royal Exchange is the best adapted to the convenience and the interests of the mercantile body at large?—[Mr. *Curtis.*] As far as it is a central spot for the assemblage of merchants, I should say that it could not be improved.—[Sir *John Reid.*] I entirely concur in that opinion.

636. You are of opinion that so many buildings have been erected having reference to the present position of the Royal Exchange, that it would be inconvenient to remove it?—[Mr. *Curtis*] Certainly.

637. With reference to the approaches to the Royal Exchange, are you aware of any inconvenience at present existing?—As far as the narrowness of the streets is concerned, particularly at Threadneedle-street, they are exceedingly inconvenient.

638. Particularly Threadneedle-street?—Yes.

639. There is a portion of Threadneedle-street and Bartholomew-lane together, which projects over the front of the Bank; do you consider that inconvenient?—Yes.

640. The removal of that part, I presume, would be estimated, after what you have stated, to be a great convenience to the public, and also the removal of some of the houses farther down, so as to widen the thoroughfare to Broad-street?—Yes.

641. That would be an object of great convenience?—Of great importance.

642. And it would be an improvement in which the Bank would participate with the Royal Exchange?—We should participate as far as access to the Bank is concerned; it would be more easy, but the Bank itself has no particular object in seeing those streets widened.

643. But it is an object to the Bank to have the access more easy in all directions?—No doubt, as far as access goes.

644. The Bank would take an interest in that convenience, for the sake of those who resort there?—Yes, for the public good.

645. It was part of the original intention of the Bank, I believe, to remove that corner to which I have alluded as projecting?—I believe it was.

646. At the time it was intended, they had power under the Act of Parliament?—Yes.

647. Then, if that power had been exercised, it would have cost the Bank some money?—Certainly; it must have cost the Bank a great deal of money.

648. How much?—I have not the least idea in the world.

649. You cannot tell how much it would cost?—No. If I had been at all prepared for the question I might have been enabled to have answered it.

650. It must have been attended with considerable expense?—Of course.

651. Which the Bank has not incurred?—They thought proper not to incur it.

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652. But it would have cost a great deal of money if that portion of the street had been removed?—Yes; there was an obstacle in the way of the Bank accomplishing that object, inasmuch as the Act of Parliament named the Bishop then living, and the consequence was that the succeeding Bishop did not feel himself called upon to acquiesce. If we had proceeded, we should have required a new Act of Parliament altogether for that purpose.

653. Sir *Robert Inglis*.] Have the goodness to state the name of the individual bishop?—Dr. Beilby Porteus, instead of the bishop for the time being.

654. *Chairman*.] By reason of that flaw in the Act alone, and probably no other circumstance, the Bank has been prevented from making that which they deemed a great improvement?—I will not say from that alone. Perhaps the Bank did not think it convenient to go on with a great improvement, which they had contemplated carrying through at that particular period.

655. But I apprehend in their original designs they did contemplate it?—They did at that time.

656. It being an improvement that would have been of advantage to the Bank itself?—No doubt, at that time it would.

657. That expenditure was not incurred?—No, it was not.

658. With respect to the approaches in another direction to the present site of the Royal Exchange, are you of opinion that it would afford convenience, and possibly embellishment and health, if those blocks of building which belong to the Bank of England, called Bank-buildings, and the other nearer to the Royal Exchange were entirely removed, so as to give a vacant space to the west of the Royal Exchange?—I think it would contribute greatly to the embellishment if there was an open space; but, I do not think that health would be much increased by it.

659. It would be a convenient access and transit for carriages and persons on foot?—It would be a convenient place for the omnibuses to get together.

660. Do you not think that it would add to the convenience and appearance of the Royal Exchange if those two blocks of building were entirely removed?—I feel some difficulty in replying to that question, because I am not exactly of opinion that in populous places broad parts are of advantage; we see that already in the distance between the Mansion-house and the Bank. In great populous places there is danger of people being run over almost every minute. Therefore, whether by giving a broad space you add very much to the benefit of the city of London, I have great doubt.

661. But is not the inconvenience to which you advert, opposite the Mansion-house, in a great measure owing to the confluence of several large streets, running to one point?—Yes, in a great part, no doubt.

662. Do you not think that the removal of some buildings, and making a large space, not exactly in the centre of the confluence of those streets, but at a small distance from them, would rather tend to remove a part of the difficulty than increase it?—I apprehend there will be an increased traffic; if you widen Threadneedle-street, leading to Bishopsgate-street, and leading to Broad-street, a very increased traffic will take place in those streets, and therefore you see there will be some disadvantage from that circumstance.

663. But the traffic that would come through those streets would be part of what comes through the other streets?—A great part of that which goes up Cornhill would pass through Threadneedle-street.

664. Then, it would only be a division of the same traffic, and not an increase?—No; it would be a division of the same traffic; at the same time, by the answer I have given, I do not wish to offer any objection to such an alteration; I consider, really, that it would be an improvement; I am only speaking as to the health.——[Sir *John Reid*.] I must candidly state that I do not agree with the governor in the opinion that he has given; I do think it would be an improvement of very great public advantage; and I also may be permitted to add, that I consider that the public, with reference to health, would be benefited also; I think it is a great point to have an open space, and particularly there, for the inconvenience is very great in that immediate neighbourhood; I do not know whether I am out of order in expressing my opinion.

665. *Chairman*.] Certainly not; the whole object of the Committee is to derive the utmost possible information from the evidence that the governor may give, and we shall consider the deputy governor as confirming what the governor

governor says, unless he objects; I will just ask you whether, with this exception, you agree in what the governor has already expressed?—[Sir *John Reid.*] Yes, I do.

666. This building, the removal of which I have adverted to, belongs, I believe, to the Bank of England?—[Mr. *Curtis.*] Yes, it is the property of the Bank of England.

667. Now the Committee desire to know if the Bank of England would be disposed to contribute liberally towards the re-establishment of the Royal Exchange, upon such a principle as would be satisfactory to the mercantile community at large; I have already pointed out, that there is a portion of the contemplated improvement which was to have been effected by them, and which would, no doubt, have subjected them to a very considerable expense if they had carried it into effect; the Committee wish to submit to the opinion of the governor and deputy governor, supposing that the access to the Bank and to the Royal Exchange was improved in the way I have pointed out; supposing that the Royal Exchange is rebuilt by the liberality of the city of London and that of the Mercers' Company, each of them not merely finding funds for the purpose, but abandoning certain claims to a large amount which they conceive themselves to have had upon the trusteeship, whether the Bank on their part will come forward liberally and contribute, in no inconsiderable proportion, to the completion of this great arrangement; what I particularly advert to is in respect of their interest in those two masses of houses west of the present site of the Royal Exchange, to which I have been adverting; supposing it should be deemed to be of advantage to remove those buildings entirely, whether the Bank would agree to do that upon terms very liberal towards the Royal Exchange?—I suppose the question goes solely to those two blocks of buildings?

668. Yes, at present?—First of all, it is rather a large question that you have asked, as to what would be considered as liberal, and what would be considered as satisfactory to the public.

669. I tell you what I should consider as liberal, that is, making a present to the public of those two blocks of buildings?—That certainly would be very liberal, but I am not quite prepared to say that the Bank would consent to that; but at the same time, I must say this for the Bank, that it will oppose no obstacle whatever in respect to the improvements contemplated in the city; the Bank had it in contemplation, as has been adverted to, at one time to make an improvement at the corner of Bartholomew-lane; towards that part, I think the Bank will be ready to contribute; but in respect of the block of houses, to which you have alluded, they are valuable property, and the Bank has laid out a very considerable sum of money upon them; they are now not only valuable in themselves, but they are also an improving property, and therefore I think the Bank will expect for those two blocks of houses to receive a fair value; I do not mean to say the extreme value, but a fair value for those houses.

670. Have the goodness to state in what way you estimate the value of those houses?—Why, I am so little of a surveyor that I am not able to give you an estimate of the value, but if you will allow me to suggest, as regards the value of this property, that our surveyor, Mr. Cockerell, will be most happy to attend the Committee, and give every information in his power; the opinion I could give of the value is so vague that I should not wish to express it.

671. What is the present rental?—I think the present rental is somewhere about 2,800 *l.* a year.

672. Are they held upon long leases, or upon what description?—They are held upon various leases.

673. What might be the average returns?—I am speaking from recollection; part of that which is held by the Sun Fire Office I think has 27 years to run; but there are other parts which the Sun Fire Office has that have only seven years to run; they are held under various tenures.

[SIR MATTHEW WOOD, IN THE CHAIR.]

674. *Chairman.*] Have Messrs. Ladbroke a lease?—I think they have, for seven years.

675. Mr. *Herries.*] The Bank, in letting property of this description, I believe, are very liberal landlords, and do not take the highest rents?—No, we are very liberal.

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676. And you do not contemplate any considerable augmentation of those rents?—I think if those leases were to fall in, we should be disposed to ask more than we now receive.

677. Would it be much more?—I think it would; for instance, the upper block of houses which is to the eastward, I dare say, at the present moment, we might be able to get 800*l.* or 900*l.* a year for it; in short, we were in treaty a little while ago with the London Insurance Company.

678. Mr. *George Palmer.*] Do you know what additional rent you expect?—No.

679. *Chairman.*] Is that since the fire?—No; they are more valuable since the fire; the London Insurance Office were in treaty with us for that block of houses before that calamity happened.

680. I believe part of those premises have been vacant for some time?—Yes; the London Insurance Company wished to treat with us for the purchase, and they would have given a fair value, at the rent we received, but we did not choose to sell, not choosing to have an independent party so near us, and therefore the treaty was broken off.

681. Mr. *Clay.*] What was the rent?—Nine hundred pounds a year, I believe.

682. What was the rent you asked?—I believe that was the rent we asked.

683. Was it their intention to purchase upon the calculation of that rent?—I suppose so; they wished to purchase, instead of having it at a rental.

684. Mr. *Herries.*] What is your reason for thinking the property is improving?—I think so from the improving state generally of commerce.

685. Might it not depend materially upon the mode in which the Royal Exchange may be rebuilt, and the accommodation that may be afforded; persons who are now competitors for that building to which you are adverting, might decline it altogether?—Certainly; if you were to remove the Royal Exchange from this spot, this property would not be of the value that it is at present.

686. Or even surrounded by new buildings of the same character; that would tend in some degree to lower the value?—You cannot surround it by houses of a similar description, because the whole of that property is ours; they must retain their value as far as that goes.

687. Do you suggest that we should examine your surveyor as to the value of these buildings?—Yes.

688. That would be rather incompatible with our view of the subject when we suggest to you that you should surrender these buildings, either without remuneration, or with such a degree of remuneration as should amount to liberality on your part, not for the purpose of using them for any beneficial interest in the way of buildings, but entirely to destroy them, and therefore the parties who would buy of you could not possibly turn them to any account, whatever your surveyor might deem to be their probable future value?—I am quite sure the Bank, in that case, would wish to obtain nothing but that which it now receives by way of rental; they would expect to receive a purchase for a number of years, say about 27; I do not know how in any other way to estimate the value.

689. Twenty-seven years' purchase?—Yes, it is freehold property and in the heart of the city of London. I apprehend the honourable Member, Sir Matthew Wood, would not sell his property at 27 years' purchase, if he has any there.

690. Mr. *Herries.*] I think Mr. Jones will not agree that it should be 27 years' purchase; I think he would consider 20 years quite sufficient?—[Mr. *Jones.*] I am quite certain that 20 years' purchase would not be obtained for any building in the city unless it was a forced sale. The real value of house property is not worth more than 17 or 18 years' purchase at the outside, at a rack-rent; but for a forced sale we consider there ought to be paid 20; and upon that principle most of the purchases under the great improvements in the city of London were conducted.

691. Mr. *Herries.*] Do you not think that the Bank would derive great advantage from opening the space which would be effected by the removal of these houses?—[Mr. *Curtis.*] I cannot see any great advantage derivable.

692. On the other hand, you do see advantage in the improvement of the communication through Threadneedle-street, which I suggested?—Certainly.

693. What the Committee wish you to consider is, whether, considering the advantage

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advantage which you would derive from the important communications made independent of the communication which you yourselves had in contemplation, and were only prevented from making by reason of a flaw in the Act of Parliament; considering also the improvement by opening a space in front of the Bank, and the advantages to the Bank itself in participating in the improvements in rebuilding of the Royal Exchange, do you not consider that the Bank of England would act only in conformity with its general liberal character if it was to make a sacrifice of those houses so as to meet the proposition of the city of London and the Mercers' Company, to contribute liberally towards this general accommodation to the mercantile body of the city of London?—You must allow me not to assent to one of your propositions, that it was in consequence of a flaw in the Act that that improvement was not carried forward. I cannot assent to that altogether; it had a great deal to do with it, but it was not wholly upon that account. First of all, it was so many years before I was in the direction, that I cannot pretend to give a proper opinion upon it; and, secondly, I believe myself, from what I have heard, that was the main reason why they did not carry it on, but there were others which you have not stated. With respect to the other part, I think that if the Bank were now to contribute towards that improvement, which they had then contemplated in improving the accesses to the Bank, and also to the Royal Exchange and the neighbourhood, that that would be as liberal a contribution as the public could expect from the Bank of England; but I think that the Bank of England is fairly entitled, without any question of liberality being raised at all, to the fair value of these houses which are westward of the Royal Exchange; and I think that is the view which the court of directors would take upon the subject.

694. Mr. *Herries.*] What does the deputy governor say to that?—[Sir *John Reid.*] I agree with the governor in so thinking.

695. Mr. *Herries.*] By fair value, do I understand you to mean the full value which your surveyor estimates it at?—[Sir *John Reid.*] He would not value it at more than the real worth; at the same time, I feel quite satisfied that the Bank has every disposition to act liberally; I should say, that if the valuation was taken of property at present in the vicinity, that we should be found to be acting liberally, because I have no hesitation in saying, from the information which I have, that supposing the property was to re-let, that it would pay us a great deal better than it does at the present moment.——[Mr. *Curtis.*] If they were to re-let, I am sure that we should get a very large improved rental.——[Sir *John Reid.*] I do not speak without advice, because I have taken some trouble to ascertain the fact.

696. Sir *Robert Inglis.*] Did I not understand the governor of the Bank of England to state, that a considerable portion of one of the blocks of buildings was at this moment held upon a lease for 27 years?——[Mr. *Curtis.*] Not a considerable portion of the whole; I think, about 600 *l.* a year, speaking from recollection; the whole amount is 2,700 *l.* or 2,800 *l.* a year; we have some that has not more than seven years to run; there is the exception of that part which pays 600 *l.* a year, that the Sun Fire Office has for 27 years; and the reason of that is this: when the Sun Fire Office took the building, 70 years ago, there was nothing but the shell; they gave that rent, and they were to fill it up and build it entirely for themselves, which they did; and therefore that rent, in point of fact, may be considered as a ground-rent, for it is no consideration for such a building; but they filled up the shell of the house.

697. I will just draw your attention on the plan to the corner, east of the late Royal Exchange, projecting towards the Bank of England, which occasions a very narrow thoroughfare at the north-west corner; would it not be a very considerable convenience and an improvement to the Bank if that was removed, so as to afford a uniform line of thoroughfare in front of the Bank of England?—Very great indeed.

698. Taking that into consideration, together with the other objects which have been pointed out, supposing them to be removed entirely, ought not the Bank of England to be disposed to contribute liberally towards the fund that may be required for rebuilding of the Royal Exchange, always understanding that the Royal Exchange itself is to be built at a free charge to anybody else but the city of London and the Mercers' Company; but that, in order to make it more satisfactory to the city at large, and to the complete accommodation of the merchants, a further fund will be required?—You must understand that the

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proportion we contribute towards the fund for building the Royal Exchange, although a negative contribution, is a valuable contribution of property, inasmuch as we shall sacrifice the whole of that property.

699. Mr. *Herries.*] If you are willing to sacrifice the whole, that is all we ask?—That is what we are not willing to sacrifice; I think if the Bank of England was to assist in these improvements, as they formerly intended, on the south side of Bartholomew-lane, that would be sufficiently liberal.

700. Sir *Robert Inglis.*] That alteration would consist in the removal of the buildings opposite the north end of Sweeting's-alley?—Yes; the Bank is willing to contribute towards the improvements at that corner.

701. They are desirous of contributing towards the removal of the houses opposite the north end of Sweeting's-alley, in the part of the plan to which you have already alluded?—Yes.

702. Mr. *Herries.*] That would cost about 30,000 *l.*?—No, nothing like it.

703. *Chairman.*] Are those the four houses in Threadneedle-street which are scheduled in the original Bill?—Yes.

704. Was it then contemplated by the Act to take down those four houses adjoining the church in Threadneedle-street?—It appears so by the Act of Parliament.

705. Mr. *Clay.*] Is the Committee to understand it to be the opinion of the governor that the contribution from the Bank will be limited to either the whole or a portion of the expense of taking down the four houses adjoining the church already referred to?—I think the contribution of the Bank would be limited to that object; but I cannot say to the whole of it, because I do not know what the expense is.

706. *Chairman.*] As we have got to this spot, I will state to you what we have thought to be the best improvements here, and I will ask you whether you approve of them; it is suggested that the top of Bartholomew-lane, past the church, shall be paved down to the Bank door, with a bar put across to prevent carriages passing down; would that be a convenient or an inconvenient approach to the Bank?—I do not think it would be convenient; because suppose an infirm lady was coming to the Bank in her carriage, instead of coming down Bartholomew-lane, and turning in at the door there of the Bank, just where she would be able to go into the Stock Office to transact her business, she would have to go all round Princes-street before she could arrive at the gate.

707. Mr. *Barnard.*] If the Bank should contribute to the removal of that corner, would you recommend a bar to be put across?—Certainly not, nor would I recommend a bar to be put across if the buildings were to remain.

708. *Chairman.*] Suppose the church to be taken down, would it require some one or more houses to be taken down between the church and the passage leading to the Stock Exchange?—I believe there are no houses except the Alliance Office; I think we look into the churchyard.

709. What is the breadth there?—It would not require much breadth opposite the Alliance Office.

710. Mr. *Herries.*] So that by removing the church you think there would be a sufficiently convenient thoroughfare?—Yes.

711. I will ask the governor and the deputy governor of the Bank, as mercantile men themselves, whether, in their opinion, the great body of merchants, brokers, underwriters and other persons who resort to the Royal Exchange, would not, in consideration of that building being re-constructed in the most convenient and satisfactory form, be disposed to contribute, in no inconsiderable proportion towards the expense of that undertaking?—I think that the most difficult question in the world to answer, looking at the number of persons engaged in mercantile affairs, especially as no public meeting has been called, and no steps taken in any way whatever to ascertain what the public feeling may be. If such a meeting was called it would be easy to ascertain the feelings of the merchants, but no such meeting has taken place; on the contrary, I believe the merchants, generally speaking, look entirely to the City and the Mercer's Company, and also the Government, to rebuild the Royal Exchange; that is the impression at present, according to my belief; no expression whatever of public opinion from the merchants has yet taken place upon the subject.

712. No opportunity has been offered for the expression of any opinion on the part of the merchants?—No.

713. At present, then, the Committee can only ask your own opinion; supposing

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supposing it was proposed simply to rebuild the Exchange at the expense of the corporation and the Mercers' Company, leaving unimproved all the surrounding neighbourhood, or, on the other hand, to effect those improvements which have been the subject of the questions which have been put to you by this Committee, whether you think, in consideration of a better and more improved plan, the merchants would be willing to contribute towards the expense?—I think if the merchants found there was no disposition on the part of Government to assist, and the city of London had not sufficient funds, I think probably that they would be very much disposed to contribute towards that object. That is my belief; but as I have stated before, the merchants are looking entirely to those three bodies to accomplish that which of course is a national object.

714. The question is put to you upon the understanding that the city of London and the Trustees of Gresham College were disposed to rebuild the Exchange, and that upon the part of the Government there was no intention, would there then be any disposition on the part of the merchants to contribute?—[Sir *John Reid.*] I must confirm what the governor has advanced with reference to the merchants; at the same time I am proud to say, that during the whole of my commercial experience I do not ever remember a time when more anxiety has been shown, and more anxious wishes expressed for the purpose of seeing a new Exchange built in a handsome manner, and to correspond with the commerce of this great metropolis; and, in addition to that, I must be permitted to add, that the general feeling amongst the merchants and brokers is, that it should be done by the authorities which the governor has alluded to.

715. Are you aware in what way the Exchanges at Liverpool, Glasgow and Bristol have been built?—I have seen the Liverpool Exchange, and I should be sorry indeed if we had not as fine an Exchange in London, or a better one, than they have there.

716. At whose expense was the Exchange at Liverpool constructed?—[Mr. *Curtis.*] The merchants contributed to the expense, but the corporation did the major part of it.

717. In case the corporation of London, and also the Mercers' Company, came forward to construct an Exchange, do you not think that the merchants of London would also come forward, as the merchants of Liverpool did, in aid of the construction of the Exchange?—[Sir *John Reid.*] I think that if they made it a matter of pounds, shillings and pence, provided the parties to whom allusion has been made would not do it, then that the merchants would contribute, but I should be sorry to see that; should it however be necessary for these parties to call upon the merchants, I have no doubt that they would do it liberally and handsomely, as they ought.

718. That is to say, the Bank?—No; the corporation, and the parties the governor has spoken of.

719. Mr. *George Palmer.*] Can you give any opinion as to the Exchange building, whether the present size is sufficiently large for the accommodation of the mercantile interests?—[Mr. *Curtis.*] As far as my experience goes, I should say that it is quite large enough.

720. Then, according to your opinion, no alteration would be required, in either the covered or the uncovered part, for the accommodation of the merchants?—I think it would be of advantage if there was more covering, because when it comes on to rain people are obliged to hurry under the piazzas, and there is not always room for them.

721. Is the deputy governor of the same opinion?—[Sir *John Reid.*] Why, I do not agree with the governor, with reference to the size; I do not think it is large enough; considering the increasing commerce of the country, and it is desirable that it should be made much larger.

722. Mr. *Herries.*] With respect to the area in which the merchants transact their business, is it your opinion that it would be altogether desirable that it should be entirely covered, or as it is at present, partly covered and partly exposed?—[Mr. *Curtis.*] There is a great deal of feeling upon that point; I have heard many persons express themselves respecting the Exchange at Paris; it is a remarkably fine building, the whole is covered in, and it is found to be a very great convenience; there is no doubt in the world that it would be of great convenience if the Exchange was also covered in; but at the same time there is this to be said, that at Paris there is so little business transacted, that it would bear no comparison with the Royal Exchange. Where one man is to be seen

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on the Exchange at Paris ten may be seen at the Royal Exchange, and it is a great question whether a covered building is quite so wholesome; there may not be proper ventilation.

723. Mr. *Barnard.*] Is it your opinion that if there was a space uncovered where business might be transacted, and a sufficient part covered where people might retreat in bad weather, that that would be accommodation enough?—Yes, that is the most healthy mode of conducting the business of the Exchange, in which we both concur.

724. Mr. *Herries.*] Then you do not incline to think that if the whole was covered in, it would be more convenient?—No.

725. Mr. *Barnard.*] You think that a sufficiently extensive part should be uncovered, with a part reserved covered, to which persons engaged in the business of the Exchange might retreat in bad weather?—Yes.

726. Mr. *Clay.*] Recurring to the opinion that has been given by the governor with respect to that block of houses, the property of the Bank, at the western end of the Exchange, does he not think it would be worthy of the consideration of the Bank that there should be some sacrifice on their part to get rid of the inconvenience of that very narrow thoroughfare at the north-eastern portion of the Exchange?—My answer is, that, as far as the Bank is concerned, they have no object to be attained; they feel no inconvenience from that narrow passage.

727. Does not the north-eastern portion of the Exchange at present render it very inconvenient to the entrance at the south door of the Bank, and also inconvenient to persons coming from the east?—Certainly; the Bank would derive a great advantage by an improved access to the south door.

728. *Chairman.*] The Trustees having said that they are willing to lay out 150,000*l.* in rebuilding the Exchange, to make it worthy of the city of London, and the other approaches will cost 200,000*l.*, does the governor think that 200,000*l.* could be raised by the bankers and others as a subscription?——[Mr. *Curtis.*] I should doubt it very much.—[Sir *John Reid.*] I am afraid not; indeed I have no doubt upon the subject.

729. Do you think they would contribute 100,000*l.*?—No.

730. It has been suggested, by certain persons connected with the corporation, that it would be desirable to open a street from the Bank, or rather from the south end of Moorgate-street, by widening Cateaton-street, and so on directly to the Post-office; is that, in the opinion both of the governor and the deputy governor, a desirable communication to make to the Bank; that part to the westward and north-west?—[Mr. *Curtis.*] Exceedingly so.—[Sir *John Reid.*] I concur in that opinion.

731. Carrying it across King-street, Cateaton-street, Lad-lane being widened, through Wood-street, and so on to the Post-office?—Do you mean to say, as far as the Bank is concerned?

732. Persons going to the Bank, not to the individual directors; to all persons going to the Bank, would it not be a great public convenience, and relieve the crowd in the Poultry, Cheapside, and so on?—I think there should be great facility in approaching so large an establishment. The Bank are interested for the public in all such improvements as may be carried into effect, but they have no direct interest in any other way. They were glad to see that great improvement in making King William-street, but they had no direct interest.

733. Speaking of this street, from your knowledge of the communication to the west end, would it not be of great benefit to the public?—[Mr. *Curtis.*] Undoubtedly.—[Sir *John Reid.*] It would be of great convenience; it would relieve Cheapside and that thoroughfare, which is at present frequently choked up.

Thomas Bailey, called in; and Examined.

Thomas Bailey.

734. *Chairman.*] WHAT are you?—A town carman.

735. Are you a large proprietor of carts and waggons?—I am.

736. In your progress through the city, do you find any great inconvenience in passing through Cornhill and getting into the streets surrounding the Royal Exchange?—In Threadneedle-street and that direction I always find great impediment.

737. Are you often stopped there?—Yes.

738. Your men are not able to get out of Threadneedle-street on account of there being so many carriages?—Yes, there is such a number of stage coaches and omnibuses continually running up and down there.

739. Is

739. Is that a great sacrifice of the time of your servants and horses?—Yes, every stoppage of that sort does a mischief.

740. Does it frequently occur?—Very frequently.

741. In different parts of a day?—Yes.

742. Are there any other narrow streets in the metropolis which you pass through that you think want improving?—I do not immediately recollect any.

743. Is the hay-market, Whitechapel, a great hindrance to you passing with your waggons and carts on market days?— It takes up a deal of room.

744. Would it be very desirable that that market should be removed out of the High-street and placed as near as possible adjoining?—Certainly it would be much better.

745. It would be a great convenience to your trade?—Yes; it would be a great convenience.

746. Mr. *Clay*.] In transferring goods and merchandise from the eastern to the western part of the metropolis, do you not find a great want of a more easy communication?—Yes, certainly; from Aldgate and that way there is a great crash of carriages.

747. For instance, your carts being employed to take hogsheads of sugar, or heavy articles of that description, from the city to the west end of the town, do you not find a great delay and inconvenience from the present crowded state of the thoroughfare between both ends of the town?—Yes, very much.

748. Can you state to the Committee in what manner that delay and inconvenience is occasioned?—The omnibuses are so much in the way that we can hardly get along in such streets as Cheapside and the Poultry.

749. Supposing you had to send a loaded waggon from the top of the Minories to Charing-cross, during the busiest period of the day, what length of time do you think that would occupy?—I should allow two hours; it is three miles.

750. Would it not take more time from Aldgate to Charing-cross, through streets crowded the whole of the way?—Yes.

751. What space of time do you think it would occupy a waggon to go from Aldgate to Charing-cross?—Why, I should think three hours would be ample time.

752. What distance, supposing there are no obstructions, can a loaded waggon perform over the stones in an hour?—I should say three miles.

753. What would you consider a fair time to allow?—About three hours; that is the time we allow from the West India Docks to the Royal Exchange, which is three miles.

754. Three miles within the hour?—Yes.

755. Then you consider, that the delay occasioned by the crowded state of the thoroughfare from Aldgate to Charing-cross cannot be less than two hours, in addition to the time which would otherwise be required?—Why, I do not know; it is down hill; not quite so much as that.

756. Would it add greatly, in your opinion, to the convenience of all persons engaged in trade, and especially to those engaged in the same trade as yourself, if one or two additional thoroughfares were opened from the city to the west end of the metropolis?—It would be of great service to us.

757. Would it be of great value?—It would.

758. With reference to an answer which you gave some short time since, in which you stated, that the time occupied for a loaded waggon to come from the West India Docks to the Royal Exchange was about an hour, the Committee wish to be informed whether a large portion of that distance is not free from obstruction, in consequence of the wide access afforded by the Commercial-road?—Yes.

759. What is the distance?—About three miles.

760. You say that a loaded waggon can perform about three miles an hour upon the stones?—Yes.

761. In a journey, therefore, of which but a small part offers any obstruction from carriages, the loss of time occasioned is equal to one hour?—Yes.

Lunæ, 5° die Martii, 1838.

MEMBERS PRESENT.

Mr. Clay.
Mr. Herries.
Mr. George Palmer.
Mr. Wakley.
Mr. Pendarves.

SIR MATTHEW WOOD, IN THE CHAIR.

Joshua Bates, Esq., called in; and Examined.

Joshua Bates, Esq
5 March 1838.

762. *Chairman.*] ARE you a partner in the house of Baring & Co.?—I am.

763. Is your house largely engaged in the commerce of London?—Yes.

764. The Committee wish you to direct your attention to the plan before you for rebuilding the new Exchange; it is proposed to take down all the houses up to the eastward of Freeman's-court, and then to throw the building farther east than it is at present, leaving a space to the eastward of the proposed building, between Cornhill and Threadneedle-street; it is also proposed to extend the site to the westward, by taking down the first of the two blocks of houses to the westward, and also to improve the access, by taking down, and leaving vacant, that second block of houses to the westward, called Bank-buildings?—My opinion is, that, so far as placing the Exchange and enlarging it to go farther east, that it is a wise plan; the new street would be extremely convenient; with regard to taking down Bank-buildings, I should doubt the advantage of it; I think wide spaces in the city are found to lead to great confusion; people do not know which way to go, such spaces being much thronged with carriages; and that block of houses would not, after all, except so far as the view would be obstructed, be much in the way if it remained.

765. It being intended to make a handsome front to this part of the Exchange, perhaps the best front to the westward, would it not be desirable to have a space open to it, instead of having it in a narrowed and confined position?—I think it need not be very narrow; I would rather have it farther east. The crossing that would take place from this spot, were Bank-buildings removed, would be quite dangerous, considering the number of carriages that are constantly passing.

766. Would it not remove your objection by having a statue placed there?—It would.

767. And would obviate the danger to which you have alluded?—Yes.

768. Mr. *Clay.*] Is the present site of the Royal Exchange, in your opinion, the most convenient for its object, taking all the circumstances into your consideration?—I should say that it was, as the mercantile community are now located about the Exchange; because every thing has been adjusted to be as near the Exchange as possible; and therefore, at present, I should say public convenience would point to that spot.

769. Looking also at the situation of the Post-office on the one hand, and the Docks on the other, and in addition the circumstance to which you have referred, that the merchants have mainly placed their offices in the neighbourhood of the present site of the Royal Exchange; looking at those circumstances in combination, are you of opinion that no site equally as convenient could be selected elsewhere?—I think not, as the Bank is there; and of course persons connected with the Exchange must have a great deal to do with the Bank; business centres near the Bank.

770. Do you think that the building recently destroyed afforded all the accommodation to the persons frequenting the Exchange which it is desirable that they should possess?—I should say not; and, as a proof of that, it is now burnt down, and one hardly feels any inconvenience; it was simply the public part of it, where we met at four o'clock, for one hour, and Lloyd's, which are missed. What I would remark is, that there seems to be less inconvenience than would have been supposed before it was burnt down.

771. It afforded therefore merely a convenient place of meeting for merchants?—Yes, for merchants.

772. Had

772. Had it none of those conveniences, or but very few of those conveniences which you suppose such a building might have afforded?—But few.

773. Do you think it would be an improvement that such a building, the whole area where merchants and other people assemble, ought to be covered?—My impression is that it ought to be covered.

774. As regards both the heat in summer, and the exposure to cold and to wet at other seasons of the year?—Certainly; the exposure has been very great hitherto in winter.

775. A thing not to be encountered without the risk of health?—For myself, I have kept away in the winter time as much as possible on account of the exposure.

776. Then you think, with reference to all seasons of the year, that it would be an improvement that the whole area, where men of business are in the habit of assembling, should be covered over?—I think so.

777. Is it your opinion that it would be well to concentrate upon the same spot the various establishments intimately connected with the trade of London, such as, for instance, Lloyd's Coffee-house, the American Coffee-house, the Baltic Coffee-house and the West India Coffee-house?—I should say that it would be desirable to have all those subscription houses in which business is transacted at present, and of which there are a number in the Exchange: you are probably aware that at the Baltic Coffee-house there is a great deal of business transacted; all the business which is done in Baltic goods is carried on there; when the 'Change hour comes, there is a portion of the merchants on the Exchange, and a portion at the Baltic Coffee-house, and there is some difficulty in finding them, which would be obviated if the Baltic Coffee-house was in the Royal Exchange. In such a large place as London, where a great portion of the people transacting business come from a distance, it is desirable that every thing should be concentrated, that all sorts of business should be transacted as near together as possible. It appears to me, therefore, that an Exchange might be built which should accommodate the principal insurance companies, and also those subscription coffee-houses where business is transacted, especially Lloyd's.

778. Both what is called the subscription part of Lloyd's, and also the coffee-room?—And also the coffee-room.

779. Does it appear to you that, for the purpose of combining all those establishments which you have referred to, a building considerably larger would be required?—Undoubtedly it should be considerably larger; I am not enough of an architect to say how far a variation in the style of the building would afford more accommodation than the old one; but my impression is, that with a covered area, if the old one had been built differently, we might have had twice the room. The collonade, I believe I may so call it, was never resorted to except in case of rain; therefore, we had two places for the accommodation of the merchants, one when it rained, and one when it was fine weather; whereas, if you covered in all that space, you could make all the coffee-houses that you want. There is another point in the construction of the building: if the area were covered, the different apartments in the Exchange would probably be entered from galleries without, instead of a wide passage all round within, which I believe is to the extent of 10 feet.

780. You are speaking of the first-floor?—Yes.

781. The floor upon which Lloyd's and the Royal Exchange offices are placed?—Yes.

782. You are aware that a certain portion of the space within the building is at present occupied by shops?—By shops.

783. But supposing that the whole was devoted to the purpose of the assemblage of merchants, men of business, and to the coffee-houses and establishments to which you have referred, do you think that the present site would be sufficiently large?—I am not able to speak accurately upon that point; but I should say, without accommodating any more insurance companies than those which were accommodated; if built differently, there would be sufficient accommodation, excluding the shops, for all the coffee-houses that would be required.

784. If it was so built, the Committee are to understand you to say, that if the present area was covered over, there would be sufficient accommodation for the establishment of these offices by the space occupied by the present collonade?—Yes; but when I reflect upon it, I should doubt whether, with the increased business, and the increased number that would go to the Exchange, if covered in, you would not require a greater area; I should think you would.

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785. You do not wish to be understood as giving a precise opinion upon that point?—By no means.

786. Because it must depend upon the construction of the building?—I merely give my impression.

787. Your opinion, however, is, that considerable more accommodation is required than the late building afforded?—Decidedly.

788. Supposing, in re-constructing the new building, that the site should be so far altered, that the north front should be parallel with the south front of the Bank, would it not then be of convenience to the public to take down Saint Bartholomew church and the houses in front of it?—It would; it is a great inconvenience at present.

789. Another point, upon which the Committee wish to have your opinion, is, whether you have had the opportunity of ascertaining, on the part of the merchants and men of business in London, that the Exchange should be enlarged and improved?—I do not think I can answer that question; certainly those I have spoken to have been desirous to have it built upon an improved and an enlarged scale, corresponding with the business of the city, and I believe there was some talk of a public meeting about it.

790. Do you think the inconvenience to which you have referred, and which you have stated to be so considerable, as often to have kept you from going to the Exchange, do you think those inconveniences are generally felt by mercantile men?—I should suppose not, unless they are in bad health; but I should say there are a great many who come every day, to whom, to stand in the rain, or in the current of air, it must be very injurious; those who attend every day could speak more to that point than myself, or my partners, who only go there twice a week.

791. Do you think there would be any disposition on the part of the mercantile men in London to contribute towards the expense of a free, handsome and more commodious building?—I should suppose there would.

792. You think there would?—Yes, I think there would.

793. You have just stated that you have heard that a public meeting is to be convened to take that subject into consideration?—I do not think I have heard that among influential persons, such do not meet very much in London, but at the Baltic coffee-house I have heard an opinion expressed, such as a hope that a magnificent Exchange would be built.

794. Supposing it was to happen that from any considerations it was not judged expedient for Government to apply to the purpose of improving the Exchange any portion of the general funds of the country; in that case do you think that the mercantile men of London would be willing themselves to subscribe any sum to assist the fund at the disposal of the Gresham Committee for rebuilding the Exchange?—I think they would subscribe; but at the same time, in the construction of a building which is to yield a profit to somebody, I do not precisely see why a merchant should subscribe, when he is to have no portion of the profit.

795. Would not the greater convenience and comfort that he himself would derive from a better and more conveniently constructed building be a sufficient motive to induce him to subscribe?—That would be a sufficient motive to induce him to subscribe a moderate sum; but if it should require a large sum, it would not be a sufficient motive.

796. It has been supposed that the sum required as well to procure the necessary enlargement of the city, by pulling down the existing building, as for the re-construction of the Exchange itself, would amount to 350,000*l.*; of that the Committee has understood that 150,000*l.* would be provided by the corporation of London and the Gresham trustees, leaving 200,000*l.* to be provided from some other source; is it your opinion that a sum of that magnitude, or any large portion of it, would be provided by subscription among men of business in London, mercantile men frequenting the Exchange?—I should think not, decidedly, unless they could have a share of the revenues to be derived from it. Referring to an answer that I have given in the former part of my evidence, as to the convenience of constructing coffee-houses on the same spot, I wish to be understood as meaning the subscription coffee-houses, in which business is the common object.

Mr. *Thomas Marsh Nelson*, again called in; and further Examined.

Mr. *T. M. Nelson.*

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797. Mr. *Clay.*] TO what portion of the proposed new line of communication to the north of Holborn would you now propose to direct the attention of the Committee?—To the line diverging from the Sessions-house to Whitechapel church.

798. Now state to the Committee the line that you propose to take from the Sessions-house to Whitechapel church, with your reasons for the line you have selected?—Commencing at Clerkenwell-green, where the improvement from Farringdon-street would join the main line, the proposed line would cross Red-Lion-street, Berkeley-street, St. John's-lane, till it crosses the leading thoroughfare of John-street, near St. John's-lane; from thence it proceeds across the centre of Charterhouse-square to Aldersgate-street, at the junction of Long-lane, Barbican; I propose to widen the entrance to Barbican, using Barbican as part of the proposed thoroughfare; Beech-street, Chiswell-street and the south side of Finsbury-square, using Dean-street as far as Crown-street, widening Crown-street by taking down the houses on the south-side, and also widening Sun-street, by taking down the houses on the south-side as far as Bishopsgate-street; from Bishopsgate-street, at the corner of Union-street, I propose to form a street in nearly a direct line to Whitechapel church; crossing Artillery-street, Bell-lane, Tenter-street, Freeman-street, Shepherd-street, Wentworth-street, George-yard, Angel-alley to Whitechapel, at the corner of Osborne-street and opposite the church; from that point I propose to make a new street to the corner of Union-street in the Commercial-road.

799. Then the new street would come into the wide part of the Commercial-road?—Yes, it would.

800. Are you aware of any peculiar difficulties or obstacles in opening the line you have proposed to the Committee?—None at all; I think it presents greater facilities than perhaps any other part of London; the property between Bishopsgate-street and Whitechapel is perhaps worse than that of St. Giles's.

801. Then the expense to be encountered in that portion of the street, would not be large, while there would be the advantage of having a ready access through a poor and ill-inhabited neighbourhood?—Yes, it would be of greater advantage, perhaps, making that line of street to which I have referred, than any other district in London; it has been suggested to make it from Bishopsgate-street to Whitechapel, simply as a local improvement, and without reference to the leading thoroughfare of which I now propose to make it a part.

802. Going westward, from the portion to which you have just referred, is there much valuable property between Bishopsgate-street and Finsbury-square?—No; I do not consider the property valuable; it is a third-rate description of property.

803. But you would only propose to take down one side of the street between Bishopsgate-street and Finsbury-square?—Only one side.

804. The south-side of Crown-street and Sun-street?—Yes.

805. Do you propose to widen Chiswell-street?—I do not.

806. Do you propose to widen Beech-street?—No.

807. Do you propose to widen Barbican?—No, only at the western end of it.

808. From the point where the proposed street crosses Aldersgate-street to Clerkenwell-green, is there much valuable property?—With the exception of the part from Aldersgate-street to Charterhouse-square, the remainder is inferior property.

809. Do you apprehend there would be any objection to crossing Charterhouse-square in the direction that you propose?—None at all; I consider it would be a great benefit to the Charterhouse that it should be placed at the side of a great leading thoroughfare, from east to west, and from west to the east of London, forming a part of the thoroughfare.

810. Are you aware that the governors of the Charterhouse have objected to have a thoroughfare on a former occasion, that they objected to such a line of thoroughfare as you have proposed being opened to Charterhouse-square?—I am not aware that they have; I think it is possible they may have objected to have

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the present communication opened to Charterhouse-square, but I do not think that it was ever proposed before to make a street in the direction I have now laid down.

811. Can you furnish the Committee with an estimate of the line that you have now brought under their consideration?—Yes, I can; the estimate is marked (B) in the Abstract of Estimates with which I furnished the Committee in my last examination. Distance from Regent's circus to Whitechapel, by the old line, three miles seventeen chains; by the new line, three miles and a quarter, five chains and forty yards; difference in distance eight chains forty yards (184 yards more); new street to be made one mile; houses and buildings to be taken down, 403; purchase of property, and compensation for trades, 395,336*l.*; cost of sewers and roads, 33,670*l.* 14*s.*; 10 per cent. contingencies, 42,900*l.* 13*s.*; total outlay, 285,907*l.* 7*s.*; state of freehold ground-rents, 285,705*l.*; net cost of improvements, 186,202*l.* 7*s.* I should now beg leave to call the attention of the Committee to another portion of the communication on the northern side of London, commencing at the point of junction of Barbican and Aldersgate-street, commencing where the line I last described to the Committee joins Aldersgate-street, at the corner of Barbican. I propose to make a street to the corner of Redcross-street and Fore-street, through Jewin-crescent, and, taking down the houses in front of Saint Giles's church, Cripplegate, would form a communication into Fore-street, using Fore-street, rounding off the corner of Fore-street and Finsbury-place, using London-wall by widening part of the east end of it, widening Wormwood-street, crossing Bishopsgate-street, Camomile-street, and forming a short new street from Camomile-street into Houndsditch, using Houndsditch, and rounding off the corner of the Minories and Aldgate, would form a new leading thoroughfare for the heavy traffic from St. Katharine and other docks to the north-west parts of London, without going, as they do at present, through Cheapside and Cornhill.

812. Can you furnish the Committee with an estimate of that line also?—I can; that line is marked (C.) in the Abstract of Estimates, and requires 157 houses to be taken down; purchase of property and compensation for trades, 289,260*l.*; cost of sewers and roads, 11,012*l.* 10*s.*; 10 per cent. contingencies, 30,027*l.* 3*s.*; total outlay, 330,299*l.* 13*s.*; sale of freehold ground-rents, 116,047*l.* 10*s.*; net cost of improvements, 214,252*l.* 3*s.*; three miles distance from the Regent-circus, Piccadilly, and the Minories by the present line. I have now directed the attention of the Committee to the new leading thoroughfares to three points of traffic; to Stratford, for the inhabitants who live in the northern and eastern suburbs; to Whitechapel, for the inhabitants who live in the immediate eastern suburbs of London, and to the Minories, for the heavy traffic; and I am now about to direct their attention to a line that may be formed from St. Giles's, Cripplegate, church, crossing London-wall, Aldermanbury, widening Basinghall-street, crossing Coleman-street, to the Bank, at the corner of Moorgate-street, which would take the traffic from the north-west parts of London to the Bank, and over London-bridge. That completes the series of new thoroughfares I propose forming on the northern side.

813. Can you furnish the Committee with an estimate of the expense of the proposed street from Cripplegate church to the end of Princes-street?—I can; it is marked (D.) in the Abstract. It will require 85 houses and buildings to be taken down; purchase of property and compensation for trades; 206,390*l.*; cost of sewers and roads, 9,500*l.*; 10 per cent. contingencies, 21,589*l.*; total outlay 237,479*l.*; sale of freehold ground-rents, 154,350*l.*; net cost of improvements, 83,129*l.*; distance from the Regent's-circus to the Bank by the present line, two miles and a quarter, five chains; by the new line, two miles and a half, three chains, difference ten chains; new street to be made twenty-two chains.

814. Have you turned your attention to the importance of providing to the south of Cheapside a fresh communication from the east to the west of London, to relieve Cheapside of the double stream of traffic coming down Newgate-street and up Ludgate-hill?—I have.

815. State to the Committee the mode by which you propose to obviate those difficulties and inconveniences?—I consider a line may be easily formed at comparatively small expense, by making an opening at the south-eastern corner of St. Paul's Church-yard into Distaff-lane, widening Distaff-lane, Little Friday-street, Basing-lane, Little St. Thomas Apostle, and crossing Friday-street and Bread-street,

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Bread-street, Bow-lane, Queen-street, Tower-Royal, and ultimately falling into Cannon-street, at the corner of Dowgate-hill and Walbrook; I then propose to widen Cannon-street, on the south side, up to the point where it meets King William-street, and the approach to London-bridge; I then propose to make use of Great Eastcheap and Little Eastcheap, which have been lately widened by the city, as far as Little Tower-street, at the junction of Little Tower-street and Great Tower-street; I would then propose two diverging lines, one by forming a new street to Mark-lane, at the south corner of the Commercial Sale-rooms, and rounding the corner of Crutched-friars and Mark-lane, which would take the traffic through Crutched-friars and Jury-street to Aldgate; a parallel thoroughfare would thus be formed from the end of High-street, Whitechapel, to the south side of St. Paul's church-yard, thus relieving Cheapside of a large proportion of the traffic; returning to Little Tower-street, and Great Tower-street, I propose to widen Great Tower-street, by taking down the houses on the north side, as far as the corner of Mark-lane; and from the corner of Mark-lane I propose to form a street to Tower-hill, passing on the north side of Barking church-yard, taking off a portion of the inclosure of Tower-hill, and setting back the railing round the Tower-ditch, and getting a communication with the docks to the river side, nearly upon a level line, thus affording an immediate access for all heavy goods from the river-side to the south side of St. Paul's church-yard, which are now obliged to go through the Minories, Aldgate, Leadenhall-street and Cheapside.

816. Can you state the distance which would be saved from Tower-hill to the south-east corner of St. Paul's church-yard, by the communication you have proposed to the Committee, as compared with the present distance, going up the Minories, along Leadenhall-street, Cornhill and Cheapside?—The distance from St. Paul's to St. Katherine's docks, taking the course which the traffic now goes, is a mile and a quarter and eight chains, and by the new line it would be a mile and seven chains, making a saving of more than a quarter of a mile, or one-fifth of the distance.

817. But would not the saving of distance to Tower-hill and the immediate neighbourhood be much greater?—It would be considerably greater, as at present there is no communication with Tower-hill, excepting on the east side.

818. Do you know, or can you furnish to the Committee, the distance between the Trinity-house inclosure on Tower-hill and the south-east corner of St. Paul's churchyard, by the line you have now proposed?—From St. Paul's to the enclosure on Tower-hill is a mile and a quarter and nineteen chains by the present line of communication; by the proposed communication it would be sixteen chains and a half, or about three quarters of a mile, making a saving of nearly three quarters of a mile.

819. Would not the street to the south of Cheapside, which you have now proposed to the Committee, have also the convenience of taking all the traffic from the south side of the Thames destined to the west-end of London, thus relieving Cheapside from a very considerable portion of its present traffic?—I consider that every carriage or every cart coming over London-bridge, and destined to the west-end of the town, would use the new thoroughfare, as they would save more than half of the distance which they at present have to go, and it is nearly a straight line; it would also be a great saving for passengers and traffic passing over Southwark-bridge to any part westward of St. Paul's.

820. Does it appear to you, on the whole, that the new street now under the consideration of the Committee, would constitute one of the most desirable improvements for the access from the eastern to the western part of London?—Yes.

821. One of the most desirable improvements that has come before this Committee for improving the access from the eastern to the western part of London?—I consider that there is no improvement that can possibly be pointed out, that would relieve so practically and at so small an expense the crowded parts of Cheapside and Cornhill.

822. What is your reason for taking the line of Distaff-lane, and the streets in succession to Cannon-street, instead of adopting the present line of Watling-street?—In the first place, the line I propose taking is nearly a straight line, and I consider it may be executed at a comparatively small cost, compared with the cost of widening Watling-street, which contains some of the largest establishments

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of Manchester warehousemen in London; several of them have been lately erected within a few years.

823. Are you prepared to give an estimate to the Committee of the line which has been now brought under the consideration of the Committee from St. Paul's Churchyard to Tower-hill?—I am; the cost of executing the line to the Tower Hill inclosure, of the branch from Great Tower-street to the corner of Crutched Friars, will require 2,500 houses to be taken down, and the cost of the property in compensation to the trades I estimate at 438,300*l.*; the roads and sewers at 17,508*l.* 16*s.*, making a total of 455,808*l.* 16*s.*, as the total outlay, and adding for contingencies 10 per cent., 45,580*l.* 17*s.*, making a total of 501,389*l.* 13*s.*; the return of the new street from ground-rents, valuing them at 259,087*l.* 10*s.*, would leave a net cost of 242,302*l.* 3*s.* It would add to the convenience afforded by the northern branch thoroughfare to which I have referred to the Minories, and also to Whitechapel, if a street was opened from the end of George-street, leading into Jewry-street, to Great Ayliff-street; but, as this street would pass through the court-yard of Haydon-square, warehouses which have been lately purchased by the St. Katherine's Dock Company and the East India Company, I have not given an estimate for that cost, as it must be a matter of arrangement with the St. Katherine's Dock Company; but, if this street was opened, a parallel line of communication would be afforded from the Commercial-road to St. Paul's. I should have stated to the Committee that there is another advantage connected with this southern thoroughfare, that it will open a communication from the west end of the town direct to the terminus of the proposed Blackwall Railway, at the end of John-street and the Minories. I beg to be permitted to state, that evidence and a plan was laid before the Committee of 1836, for widening Great Tower-street, as far as Tower-hill, and taking down Postern-row; my plan differs from that in this respect, that I propose to retain Postern-row, as it is a large block of houses, and to set back the railing, as I have described in front of Tower-ditch: I also avoid a considerable declivity from Tower-hill to the corner of Tower-street, which I think would be objectionable for heavy traffic, and make a street on the brow of the hill and on the north side of Barking church-yard, to the corner of Mark-lane, which would make the thoroughfare not only in a more direct line, and avoid a turning at right angles, but it would be on a regular falling level from Tower-hill to Tower-street.

Papers produced by Mr. Thomas Marsh Nelson.

DISTANCES.

	Old Line.	New Line.	Difference.	New Street to be made.
	M. C.	M. C.	M. C.	M. M. C.
REGENT CIRCUS				
(A.) To Stratford	6¾ 5	6¼ 11	¼ 14	1 ¾ 9
(A.) To Shoreditch Church	3½ 6 City.	- - -	nearly ½ mile less.	2 ¼ 14
(A.) To Hackney, Kingsland, &c.	4¼ 16 N. Road.	2¾ 12½	¾ 13½ less. / 1½ 3½ less.	3 1½ 13
				2¾ 16
(B.) To Whitechapel	3 17	3¼ 5·40	8·40 (184 yards more.)	1 mile.
(C.) To Minories	2¾ 10	3 4	14 chains. (308 yards more.)	17 chains.
(D.) To Bank	2¼ 5	2½ 3	18 chains. (396 yards more.)	22 chains.

DISTANCES—*continued.*

OXFORD STREET	Old Line. M.	Old Line. C.	New Line. M.	New Line. C.	Difference. M.	Difference. C.	New Street to be made. M.	New Street to be made. C.
(A.) To Stratford	6¼	16	5¾	16·50	½ mile less.			
To Shoreditch Church	3	13·50	2¼	16·50	¾ mile less.			
(B.) To Whitechapel	2⅜	8	2⅜	8·40	40 links, or 8 yards more.			
(C.) To Minories	2½	0·40	2½	·9	8·60 chains, or 195 yards more.			
(D.) To Bank	1¾	15·75	2	6·75	11 chains, or 242 yards more.			

PROPOSED STREET IMPROVEMENTS.

ABSTRACT OF ESTIMATES.

—	Houses and Buildings to be taken down.	Purchase of Property, and Compensation for Trades. £. s.	Cost of Sewers and Roads. £. s.	10 per Cent. Contingencies. £. s.	Total Outlay. £. s.	Sale of Freehold Ground-rents. £. s.	NET COST of IMPROVEMENTS. £. s.	£. s.
(A.) 1	483	567,400 –	24,771 14	59,217 3	651,388 17	576,135 –	75,253 17	
(A.) 2	397	329,402 –	34,767 1	36,416 18	400,585 19	158,130 –	242,455 19	359,995 18
(A.) 3	55	32,677 10	18,416 14	5,109 8	56,203 12	13,917 10	42,286 2	
(B.)	403	395,336 –	33,670 14	42,900 13	285,907 7	285,705 –	- - -	186,202 7
(C.)	157	289,260 –	11,012 10	30,027 3	330,299 13	116,047 10	- - -	214,252 3
(D.)	85	206,390 –	9,500 –	21,589 –	237,479 –	154,350 –	- - -	83,129 –

January 1838.

T. Marsh Nelson,
7, Charles-street, St. James's-square.

Lunæ, 12° *die Martii*, 1838.

MEMBERS PRESENT.

Mr. Herries.	Mr. Hall.
Mr. Pendarves.	Mr. George Palmer.
Sir Robert Inglis.	The Chancellor of the Exchequer.
Mr. Barnard.	Mr. Shaw Lefevre.
Mr. Clay.	Mr. Wakley.

SIR MATTHEW WOOD, IN THE CHAIR.

The Rev. *Henry Hart Milman*, called in; and Examined.

Rev. *H. H. Milman.*

12 March 1838.

824. *Chairman.*] ARE you a prebend of Westminster Abbey and prebend of St. Martin's?—I am.

825. Have you seen the plan which was laid before the Committee of 1836? I have.

826. Sir *Robert Inglis.*] Be good enough to state to the Committee your opinion as regards the outline or any part of that plan, No. 12?—Taking the starting point, in the first instance, I presume that all is to be taken down that is coloured. There is a great objection on the part of the dean and chapter to that part of the plan. In the first place, they are extremely anxious to preserve the Jerusalem chapel, though perhaps it does not harmonize, strictly speaking, with the abbey; still it is so ancient a building, that they are extremely anxious of preserving it; and the dean and chapter find it also absolutely necessary that their own inclosure should be under their own superintendence. They must have reserved the power of closing their own premises, particularly on account of the discipline of the school. This plan encroaches much too largely upon the property of the dean and chapter, the dean and chapter having it in contemplation to make an ornamental entrance into Dean's-yard; but they are at present precluded by the difficulty of dealing with one of their tenants. They have purchased the houses at the western extremity; but they are unable to purchase the central house of the stables which lie to the south-west, in the same block marked pink, and still further difficulty to the ornamental improvement which they are desirous of carrying into effect.

827. *Chairman.*] They do not then object to remove those stables, in the event of a future improvement?—No, they would be glad to remove the stables; but they object to the line, in the first place, as being incorrectly drawn; it is too much to the north; the dean and chapter would wish to preserve the Jerusalem chamber and the buildings adjacent to it, and, if possible, their own chapter clerk's house, which they have recently built at considerable expense; they would wish to preserve those; they wish also that the line should be more due west.

828. Sir *Robert Inglis.*] Be so good as to look at Parliamentary Paper, 614, of the year 1832, and then point out to the Committee whether the line of building in which the Jerusalem chamber is included be not a corrected line of the plan to which your attention was first called, namely, No. 12 of Appendix to the paper of 1836?—This is decidedly most correct of the two.

829. Will you proceed to state to the Committee, in reference to either or both of the plans, which line you conceive to be the most advantageous as an approach from Westminster Abbey to the south of the Palace?—Confining myself to this spot or the general plan?

830. Confining yourself, in the first instance, to the part more immediately adjoining Westminster Abbey?—The plan of the dean and chapter would rather throw this line still further south, so as more to open the west front; with regard to these details, I would wish the Committee to understand that I am merely speaking my individual opinion, I have no authority on the part of the dean and chapter.

831. But, with regard to improving the approach to Westminster Abbey, the Committee are to understand you as giving their sentiments as well as your own?—Yes; in their improvement the line would be thrown farther back to the south, and

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and their wish would be to have an ornamental building there, so as not to obscure the west front of the Abbey.

832. How many houses would it, in your contemplation, be necessary to pull down at the north extremity of Dean-street?—The property of the dean and chapter ceases in front with the first plot, excepting the front house in the second division, which is called Flood Island, and Flood Island is between Dean-street and the Broad Sanctuary; I should wish to throw the whole of that down, but it does not belong to the dean and chapter, with the exception I have stated; that house is now let upon lease; then I should conceive it would be necessary (this line of 1836 being wrong) to pull down as nearly as far as the workhouse in Dean-street. Reverting to this plan of 1836, my own opinion is, the further north the street is kept the better.

833. Mr. *Barnard.*] If I understand you, the line is now more direct from Dean-street to the westward?—Yes, this line is more direct; and I think in the whole of that distance there is very little property of any value. I have now before me the plan of 1836, and I will proceed to give my opinion in reference to it; I think the whole of this line practicable and unobjectionable, from Dean-street to the Broadway, and from the Broadway to the site of the old Westminster Hospital; then from the site of the hospital, subject to the value of property which may be affected. I should consider the northern line better, inasmuch as it would give a more direct way from the buildings on Lord Grosvenor's property to the abbey and the Houses of Parliament; I should think this a better line.

834. *Chairman.*] Does the line which you think the best pass through and destroy the brewery of Messrs. Elliott & Co.?—I believe it does; but I have never surveyed the line so as to know whether it could be avoided or not.

835. But, looking at the plan, perhaps you will be able to see that, if you carried the line farther northward, you would come pretty nearly in a straight line?—I would come farther, in nearly as straight a line as I possibly could, from the south of the old Westminster Hospital to the end of Grosvenor-place. I have not sufficient knowledge of the locality to be able to say whether the buildings that would intervene are of much value.

836. You would keep to the north of the old hospital?—I would make a straight line in continuation, if I could, from Grosvenor-place.

837. Are you aware that that would bring you directly through the brewery?—I am not aware of that.

838. Does not the plan before you show that, by taking the direction you propose, you would go directly through the brewery?—It appears so by the plan.

839. Mr. *Barnard.*] Could not the brewery be avoided by a slight bend?—I think by sweeping away Castle-lane, you would avoid the brewery.

840. *Chairman.*] But then would you not come directly in front of the private house, offices and stabling of Mr. Elliott?—I am not quite sure of that.

841. Sir *Robert Inglis.*] In contemplating the expediency of keeping a direct line from the site of the old hospital to the south corner of Grosvenor-place, do you conceive that you could take a line to the north of Elliott's brewery without affecting any part of that establishment?—That I cannot take upon myself to answer, not having gone over the ground with that view; it is a question rather for a surveyor.

842. What is your opinion with regard to the new street to be formed, generally, upon the plan between the Abbey and Grosvenor-place as regards the great comfort to the whole neighbourhood?—I think it would be of most material importance both to the health and to the morals of the district.

843. Are you well acquainted with the houses and the drainage there?—As far as my own senses can inform me, I should conceive that the drainage is most seriously defective; I consider that the health of the inhabitants in many of those streets is liable to be greatly affected by the deficiency of drainage.

844. In the whole of the property which you have alluded to as belonging to the dean and chapter, are there common sewers in all the streets?—I cannot answer that, but I should doubt if there are any; I can state as to what is called Saint Almond's-hill, which is rented by the parish of the dean and chapter,

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that the houses are in so deplorable a state, that the parish have declined retaining them, even upon the terms of rebuilding.

845. Then the dean and chapter are extremely desirous of having an improvement made in respect of which they might themselves concur and contribute, but they do not wish to improve property which is not their own?—Certainly.

846. Does the property of the dean and chapter go in a continuous line, or does it lie in insulated plots?—In insulated plots.

The Rev. *John Jennings*, called in; and Examined.

Rev. *J. Jennings.*

847. *Chairman.*] ARE you one of the prebends of Westminster Abbey?—I am.

848. Do you concur in the opinion of Mr. Milman as to the line that he has been speaking to?—Most decidedly; I concur with him in every respect, and also with regard to the imperfect state of the sewerage.

849. Are there any alterations in the line which Mr. Milman has pointed out respecting which you have a different opinion?—As to the terminus near the abbey, I perfectly concur in all he has said, only I should think that the street would be more beneficial to the neighbourhood, looking merely to improvements generally, if it was more southward; that is the only point I differ in.

850. Do you think it would be better keeping either more to the south than is proposed by Mr. Milman?—Yes.

851. Then you approve more of the plan of 1836?—As far as the terminus near the abbey I concur in all that he has said; but when you come nearer to the south end of the chapel, my opinion is, that, for the general improvement of the neighbourhood, the street would be more beneficial on the south end than the north.

852. Do you know whether the plan which Mr. Milman has alluded to, from the old Westminster Hospital, keeping to the north, runs through Messrs. Elliott's brewery?—I am not competent to give an opinion about that.

853. (To Mr. *Milman.*) Will you have the goodness to read the report of 1832, and state whether any alteration has taken place?—

[*The Witness read the following Report:*]

REPORT made in pursuance of Resolutions passed at a Vestry Meeting, and subsequently at a meeting of the Local Board of Health of the United Parishes of St. Margaret and St. John the Evangelist, Westminster, holden on the sixth of December last, by the recommendation of the Secretary of State for the Home Department, for the purpose of adopting such measures as may appear to be necessary to prevent the approach or spread of Spasmodic Cholera, or other infectious malady.

After stating some general things, they say, "Previous to entering on a narrative of the next very serious, important, and all but universal grievance, it should, perhaps, be premised that the Commissioners of Sewers have circulated largely a placard concerning the subject, and that it is on record in the report of one of the district committees, 'that they, the committee, are bound to say, that the people (of said district) in general express themselves much satisfied with the attention of the Commissioners of Sewers to any complaint made to them as to the sewerage.' It would then appear, that by far the greater portion of these parishes is either without any common sewers at all, or that, where they exist, they are, from dilapidation or other causes, wholly inefficient to the extent, that 'it is dreaded some serious evils will arise;' the reports set forth, that all the endeavours of the inhabitants to keep their vicinity clean and wholesome are frustrated for want of drainage, there being no common sewers; and this not rarely in crowded thoroughfares, public streets respectably peopled. As examples in proof, we may instance Stretton-ground, the line of way from the centre of Lower Westminster to Vauxhall, Kennington, Clapham, &c., some small part of which, indeed, a sewer is said to traverse its channel, lying so far above the level of the floors of the basement stories of the houses, that they are, consequently, occupied by standing water, holding in solution the most disgusting and hurtful impurities. Of the greater part which is without a common sewer, the following is the judgment of the visiting committee: 'In Stretton-ground we found the cellars deeply covered with offensive matter issuing from the neighbouring soil, and there are no means of removing it except by pumping during the night, which the magistrates have forbidden; we are of opinion that if some decided measures are not taken to remove the nuisance in this street, that a contagious fever of no ordinary malignity is likely to be produced.' In York-street and a part of James-street, through which the direct way from Westminster Abbey to Buckingham Palace lies, there is no common sewer; the privies are therefore disgorged into cesspools, which receive also the refuse water of the houses, and the mixture is therefore pumped or carried into the street. Occasionally, this refuse water collects for a length of time in small drains or wells, which also communicate more or less with the cesspools, becoming very offensive, and the subjects of general complaint.

plaint. 'In lower neighbourhoods, where the inhabitants happen to be of a class that cannot meet the expense of casting away the accumulations in these cesspools, having either none or no effective drainage or sewerage, they empty the overplus, of whatever it may happen to consist, into the street gutters at night, whence, as in York-street, it runs to the nearest grating; out of which, in consequence, not seldom is emitted an effluvia as powerful as it is disgusting and dangerous. In Rochester-row, and the streets, &c., on the south or south-western side of the Vauxhall-road, the stagnant ditches appear to be the universal receptacles, and from these unfavourable states of atmosphere, there can be little doubt but that miasms of the most deleterious nature issue; from the same cause, the total want of drainage, the fluids which soak out of and through large dung-heaps where horses and cows are kept, the site of which happens to be low, either stagnate on the surrounding surface, or are carried out in soils, to be added to the other noisome contents of the open street gutters; unmixed soil, in fact, has been observed stagnating in ruinous and badly-constructed drains, open for many feet together, to be at length absorbed by the surrounding earth, or to find its way into the deeper of the adjacent cellars. Such is affirmed by its occupant to be the case round two sides of the house, No. 1, Vauxhall Bridge-road; who also complains of having, with the rest of the neighbours, for six years, paid sewer-rates and draining, without having ever received the benefits of either the one or the other.' Of the cow-yard situate in William-street, near Buckingham-gate, 'the subject of general complaint in the neighbourhood,' where 20 cows are kept in a very small space, which has a level much lower than the surrounding streets, and which is therefore commonly flooded with rain and other refuse water, saturated with cow ordure, to get rid of which there are now no other means but pumping it into the street; the drains are by the owner said to have been stopped up by the late Mr. Elliott, then a Commissioner of Sewers, because they run across his premises in their way to the common sewer; again, in the words of one of the reports, 'the want of a proper sewerage appears to the Committee one of the greatest and most lamentable obstacles to the ultimate improvement of the comfort of the poor of this district, as, in order to supply the place of that most necessary easement in the closely-inhabited neighbourhoods, a small drainage, with cesspools sunk out a short distance from the dwelling, form the only discharge for houses, in which commonly numerous families are living under the same roof; such may be called an echo of the general voice of these parishes on this most important subject, and the opinion seems to be unanimous, that, since it is a case so materially affecting the general health of the city, and a defect such as it is not in the power of the inhabitants themselves to remedy, some strong representation should be made either to the Central Board of Health or to the Secretary of State for the Home Department, as to the necessity of providing, if possible, some efficient sewerage for districts in which the want of it is so much felt;' and for the providing and keeping in adequate repair of which, it may be added, the inhabitants have been and are regularly assessed and taxed."

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This report enters minutely into details which of course vary from year to year; but my general impression is, that the state of things is not improved in any respect since 1832.

854. Are the houses, in a great part of the line intended to be taken by the plan, of a very low description?—Certainly.

855. Describe more especially abutting on Dean-street, between Dean-street and Broadway?—I should say, generally, between Broadway and Dean-street, that the houses are of a very low description, and it would be a great benefit to the neighbourhood if they were destroyed, including Great and Little Almonry.

Rigby Wason, Esq., called in; and Examined.

856. Sir *Robert Inglis.*] IN the year 1832, I believe, you paid particular attention to the improvement of the south of London, between Westminster Abbey on the east, and the commencement of the Grosvenor property on the west?—I did.

Rigby Wason, Esq

857. Were you chairman of a committee which reported in that year on the desirableness of such an improvement?—I was.

858. Have you continued your attention to the same subject, and have you seen any reason to change the views which you then entertained, either as to the desirableness of the object itself, or as to the best mode of attaining it?—I have during every year taken some steps with regard to this improvement; there is not a single year, I might almost say not a single month, in which I have not communicated either with some of the parties or Government upon the subject; and my opinion respecting the desirableness of improvement in that neighbourhood is, if possible, strengthened.

859. The plan which at that time you contemplated was a slight curved line from the west front of Westminster Abbey to the east end of Grosvenor-place, west?—It was.

860. Have you considered the practicability of taking this improvement in a more direct line, and passing to the north of Elliott's brewery?—O, very much indeed;

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indeed; and having heard Mr. Milman's testimony as to the desirableness of going north of the Broadway chapel, I think I can show the Committee, from facts, that it would be infinitely better for the public to keep south of that chapel, with regard to cheapness of execution—draining a greater quantity of land—and removing a greater quantity of objectionable property. Perhaps the best way would be for me to read to the Committee, or lay before it, a letter which was written in March 1837; I think it would be better to produce at once to the Committee some of the correspondence that took place in 1837, between myself and the Government, upon this subject, consisting of a memorial to the Treasury, which states the proceeding that had already been taken (*vide* Appendix 1), with my reply to the Report of the Woods and Forests.

861. Will you state to the Committee by whom that estimate was made?—It was made by myself, and ought not to be called an estimate; because, having ascertained exactly what the property would cost, I offered to complete the street from the Broadway to the Chelsea-road, (to which I beg to observe my memorial was confined,) for a sum which I think this Committee will hardly consider possible, namely, 25,000 *l.*; the property I allude to is between Brewer-street and Broadway; I have unfortunately mislaid the statement which accompanied my letter to Mr. Milne, but Mr. Francis Baring of the Treasury has promised that it shall be laid before the Committee in the course of the morning; I can state it pretty accurately from memory; I divided the land into portions, as belonging, as it did, to separate owners, and I affixed to each portion, not an estimate, but the precise sum which each proprietor had informed me he would be content to take for having this road through his property. I think the Committee will conceive that if, as a matter of fact, the road could be completed for that immense distance for the sum of 25,000*l.*, no other line could possibly be so cheap; the reason of its cheapness is, that it goes through a large portion of land upon which there is not a single building; if you go farther north, it is true that the property is of an inferior description, but still you must destroy a very great quantity. The Committee will observe, by Mogg's Map of London, on which the road is marked as approved of by the Committee of 1832, that for a considerable space there is not a single building; in fact, from the Chelsea-road to the six houses in Brewer's-green there is not one building that is worth 100*l.*, except those six houses.

With respect to draining the ground, I think Mr. Milman will agree with me that part of Orchard-street and south of the line which he has proposed, wants draining, at least as much as that which is above the line; the consequence, therefore, of taking the road as far south as you can would be to drain a greater quantity of land, inasmuch as the land between the new street and the Park would certainly be improved much more speedily and quickly than the land southward of that point, which is the direction which the road takes; the resolutions of the Board of Health contain this passage: "In Stretton-ground we found the cellars deeply covered with offensive matter issuing from the neighbouring soil, and there are no means of removing it, except by pumping during the night, which the magistrates have forbidden; *we are of opinion that if some decided measures are not taken to remove the nuisance in this street, that a contagious fever of no ordinary malignity is likely to be produced.*" The Committee will no doubt attach great weight to the opinion given, as it was without reference to any plan of improvement; and they will observe that any plan going to the north of Broad-street chapel must, by raising the ground, immediately increase the evils spoken of; whereas a plan going south of the chapel would pass through the middle of Stretton-ground and afford effectual drainage.

With respect also to the convenience of the public, I think it is clear that the farther south you go, provided you do not take the road too much out of the way, you have more land to dispose of for comfortable residences between the street and the park, which of course is infinitely more valuable than any land could be south of the street. Those are my principal reasons for preferring the line which was approved by the Committee of 1832 to any one that is more direct. I may mention, perhaps, that Mr. Milne, of the Woods and Forests, has taken considerable pains in this business, and is strongly of opinion that it should so be carried; he infinitely prefers the line of 1832 to that which went farther north, namely, the plan of 1836, for the reasons I have already given.

862. Have you considered the practicability or the expediency of taking the line from the west front of Westminster Abbey, through Tothill-street and York-street,

street, to the south-west part of James-street?—Perhaps the Committee will permit me to lay before them my first notion upon the subject, which was 1831; seeing an official route of the Coronation, which was published by the Woods and Forests, and not liking the zigzag line laid down, and coming warm from some improvements which I had been carrying on at Liverpool, I suggested the line to my Lord Duncannon, which is marked in pink; Lord Duncannon approved of it; and I then went over the line of Tothill-street, to see if a still more direct one could not be made; I thought that it could be done, but upon inquiry of several of the tenants, I found what I believed would be the case, that the good-will alone of purchasing the property in Tothill-street would almost make the road in a southern direction; I then looked into the subject, thinking it extraordinary that the land was in such a state, and I found that two Acts of Parliament had been brought in for the purpose of widening Tothill-street, both of which had failed, on account of the enormous expense attendant upon good-will. *Rigby Wason*, Esq. 12 March 1838

863. *Chairman.*] Does the line which you have stated could be purchased at so low a price as 25,000*l.*, include Emanuel Hospital (Lady Dacre), the land belonging to the magistrates and Mr. Elliot?—Yes. Do you mean by Emanuel Hospital the whole of the line?

864. No, only the back land, suitable to be made into a road?—It includes that.

865. Is there any deduction made from that 25,000*l.* for the value of ground-rents for frontage?—None whatever; I offered to Government to do it for 25,000*l.*, and to return them every shilling of the money that was not laid out, and to be responsible for every thing beyond that sum; my estimate was, that it could not possibly cost more than 17,500*l.*; that of course did not contemplate return by way of ground-rent.

866. Has your attention been turned to any spot where the land was not, perhaps, of such value, for the purpose of establishing a hay-market there?—I think nothing could be more desirable than to have a hay-market on the south of this place; I do not know whether I might be permitted to have Mr. Milman's opinion upon the subject, as to that space marked (C.) being left open, would be beneficial or not.

Mr. *Milman.* I am quite sure, if they were to level the whole of that property, it would let in health and morality to that district.

867. *Chairman.*] From your own knowledge, Mr. Wason, you think it very desirable that there should be a hay-market on the west side of London?—Exceedingly so.

868. There being no hay-market nearer than Southwark?—No; I was obliged to give up keeping horses in private stables in consequence of the difficulty of obtaining hay; it was quite a nuisance sending to Southwark for hay.

Benjamin Edward Hall, Esq., called in; and Examined.

869–70. *Chairman.*] ARE you one of the magistrates of the county of Middlesex and for the city of Westminster, and one of the commissioners for rebuilding the Westminster gaol?—I am. *B. E. Hall*, Esq.

871. Is the piece of land at the back of the gaol of Tothill-fields new prison an open piece of land?—It is not built upon.

872. Is it a mere orchard at present?—Yes.

873. Have the commissioners determined upon any plan for the appropriation of that land?—They have not determined upon any plan for its appropriation, and it would be extremely difficult to do so, from not knowing what may be the result of the inquiry at present under the consideration of Government with respect to prison discipline; they cannot tell what yet may be required of them.

874. Then, at present, it is not their intention to cover that ground?—By no means.

875. Did not the commissioners, when this plan of 1832 was before them, sell this land to Mr. Wason?—They entered into a conditional agreement with Mr. Wason so to do, subject to confirmation of the two courts of Quarter Sessions. They did not confirm it, so it came to nothing.

876. Was not the conditional agreement, or rather conveyance, signed and executed by five parties?—I believe it was.

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877. Did not a great deal of canvassing take place among the magistrates to annul the agreement which the commissioners had entered into?—No, I do not think there was for that purpose; there was canvassing for the purpose of promoting the agreement. I am not aware of canvassing for any other purpose.

878. Did you not canvass parties to vote against it?—I am not aware that I did. I know I opposed the confirmation as a commissioner; I did oppose the application when it was made, because I thought it was our duty to retain that land as long as we possibly could, so as to concur in some of the projected improvements; that some parts of it might be wanted, and partly to increase its value.

879. Did you not sign the conveyance to Mr. Wason?—I do not think I did; I think I objected to it; my idea is, that I did not sign it.

880. Do you not know that the sale was confirmed by a large majority of the Westminster magistrates, Mr. Const being in the chair?—It was confirmed by a majority of the Westminster magistrates; but it was not confirmed by a majority of the Middlesex magistrates, and their joint concurrence was necessary.

881. Was it not partly confirmed by a majority of ten to three of the Middlesex magistrates?—I do not know.

882. I mean of the Westminster magistrates?—Perhaps it might be.

883. Do you not know that it was thrown out by the Middlesex magistrates by the casting vote of the chairman?—I do not know; it might be so.

884. Do you not know that the agreement between Mr. Wason and the commissioners was arranged after repeated interviews, and after a delay of between 12 and 15 months?—I know there were repeated interviews between Mr. Wason and the commissioners, but not always with the same body of commissioners; the same persons do not always attend the meetings; but I understood there was a good deal of manœuvering on the part of Mr. Wason as to the plan, so that it would be difficult to understand precisely what it was. That may account for there being so many interviews.

885. Was not there also a slight manœuvring on the part of the commissioners as to selling the land?—I think there was.

886. Was not the land intended by Mr. Wason to be thrown in for public purposes?—I think it was.

887. Have the goodness to state your opinion of the way in which you think the land would be employed, with regard to future prison discipline?—I cannot give any opinion; it is only my notion respecting it.

888. Mr. *Barnard.*] I think you said the commissioners think it desirable to keep the land?—I think it is their opinion at present, that it is desirable to keep the land, to see what may be required by Government. I think it would be desirable to keep the land till we see what Government may require us to do in the way of building a gaol, or making any alteration.

889. Mr. *Clay.*] You mean in the way of extending the prison accommodation?—Yes, that is one reason; and another reason is, I believe, that the commissioners may have it in their power to concur in the projected improvement in those parts, and thereby to improve the value of the land; it may ultimately be deemed desirable to sell it for building purposes.

890. Mr. *Barnard.*] Is the Committee to understand at present, that you are not aware of any plan with respect to prison discipline, or any other alteration that makes it necessary for the magistrates to retain that land, which they surrendered by agreement some time ago?—I am not aware that there is any specific plan for the improvement of prison discipline at present; it is only a general idea that I have.

891. It is only your general idea that it may be necessary?—It possibly may be necessary. I wish to correct one of my former answers. I am not quite sure whether I signed the agreement that I was asked about; but I am sure I intended to oppose it.

Mr. *James Barnes*, called in; and Examined.

Mr. *James Barnes.*

892. *Chairman.*] YOU are clerk to the Mercers' Company?—I am.

893. And also clerk to the joint committee called the Gresham Committee, between the corporation and the Mercers' Company?—I am.

894. Can you give to this Committee the origin of the will of Sir Thomas Gresham as regards the Royal Exchange?—I have not a copy of it in my pocket; I did not know that the question would be asked; it was a bequest of Sir Thomas

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Thomas Gresham, after the decease of his wife, to the Corporation of the City of London and the Corporation of the Mercers' Company, in equal moieties, for them to provide certain trusts out of it, separate and distinct upon each moiety; the mercers' moiety had charged certain trusts upon it, and the city's moiety had charged certain other trusts.

895. Was the joint property made applicable to building the Royal Exchange?—It was.

896. Mr. *Herries.*] In what terms was it made applicable to that object?—The moiety which was bequeathed to the city was charged with payment for four lecturers; certain payments for four or five prisons and hospitals, and the maintenance of eight poor alms people; the company's moiety was charged with the payment of three lecturers, some hospitals and prisons, but no poor people, no alms money.

897. You have not enumerated among the objects the maintenance of the Royal Exchange as being an object to which these funds were to be applied?—It was bequeathed with all its rentals and rights for a fund to maintain these trusts; it was from the rental of the buildings of the Royal Exchange that these trusts were paid.

898. Was there any special obligation connected with the maintenance of the Royal Exchange in any particular form for rebuilding it in case of destruction?—None whatever.

899. There was no obligation upon the subject, further than the payment of those trusts?—None whatever; it was made imperative upon the city and Mercers' Company to support the trusts for which there was no other fund.

900. Do you know of any obligation upon them to insure it?—No.

901. In point of fact, did they insure it?—Latterly it has been insured for a sum of 45,000*l.*

902. Was that by the Mercers' Company or by the city of London?—Jointly; 32,000*l.* by the Mercers' Company and the city of London, 6,000*l.* by Lloyd's by a joint lease granted to them, and 7,000*l.* by the Royal Exchange Insurance Company themselves, making together 45,000*l.*

903. Perhaps you can tell the Committee what was the rental of the Royal Exchange at the time it came into the hands of the trust?—No, I cannot from recollection, but it was very little more than the charge upon it.

904. Very little more than sufficient to defray the charges you have enumerated?—Very little.

905. What has it been in later times?—The year ending the 31st of December last, it was 5,150*l.*

906. Have the goodness to state how that rental arose?—From shops and offices round the Exchange, up stairs and in the galleries.

907. Was any part of the Royal Exchange assigned free of expense to any public bodies?—No, the internal quadrangle for the meeting of merchants was open, but no part of the building.

908. So that all persons who used any part of the building, such as underwriters and Lloyd's, for example, paid rental?—Yes, all paid rental.

909. Were those rentals at an easy rate, or as much as might possibly be exacted from the parties?—They have latterly been considered high, at least all the last renewable leases; very many of them have been reduced; they were considered too high.

910. But the rentals in later times have been more than sufficient for the object of the trust?—When there have been no material repairs going on, they have been more; from the year 1820 to the year 1825, when a very general and substantial repair was undertaken, together with building the tower, erecting stone staircases; for those five years the expenditure was more than double the income which the two corporations received; in those five years there were spent 46,000*l.* in these objects.

911. Is the trust in debt in consequence of those repairs?—I should think it must be very largely in debt.

912. How was that money furnished?—In moieties; one-half by the city of London, and one-half by the Mercers' Company.

913. From their own respective funds?—From their own private funds.

914. What do you reckon the amount of that debt to be at present?—I am not capable of saying; because, subsequently to the year 1750, when the company applied to Parliament, when they made a large debt to be due to them,

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them, and when Parliament granted them the sum of 3,000*l.* a year for 35 years; subsequent to that time, the Mercers' Company have never had a continuous account; they have only kept the accounts year by year; if the expenditure was more than the income, they paid it; if the income was more than the expenditure, they kept it; it would be easy to make it out, but it would be a long and laborious account; I am quite sure there is owing to the company a very large sum of money.

915. Do you know whether the trust is indebted to the company, or the company to the trust?—I know that the trust is indebted largely to the company.

916. But you have no notion of the extent at all?—No.

917. At the time they applied to Parliament, you say they got 3,000*l.* for 35 years?—Yes; but that would not pay any thing like the interest of the money.

918. *Chairman.*] That 3,000*l.* a year, which was so raised, has ceased?—Yes, it was from 1750 to 1785; it ceased after that; Parliament granted it only for 35 years.

919. Mr. *Herries.*] The expenditure upon the building, which you have adverted to as having taken place in recent times, was not merely in the nature of repair, but in the nature of improvement?—It was both repair and improvement.

920. It was not necessary repair?—They had wooden staircases, and it was thought right to put up superior ones in stone; the wood had become very much decayed; the corporations built stone ones, and also put up the temple or cupola.

921. In all these matters, do the corporation and the Mercers' Company go hand in hand?—Always.

922. But, in point of fact, supposing you had not thought it necessary to make this improvement or any enlargement, the 5,000*l.* a year which you received in recent times, is more than sufficient for the annual expenditure?—When no repairs were going, it would; but repairs are always heavy in places such as these.

923. Would the repairs have amounted to 1,200*l.* a year?—Certainly not; but the 5,000*l.* must pay the trusts first.

924. I am speaking of the 5,000*l.* after satisfying the trusts?—The repairs in some years were very light, and the income was more than the expenditure; but in years when heavy repairs went on, the income was considerably less.

925. Can you state what the trusts might amount to, to which you hav adverted?—I should think they would amount to 2,600*l.* or 2,700*l.* a year, the common charge when there was no extra expense; I mean that sum to include repairs, insurance and every charge to which the two corporations were liable.

926. Would that include all?—Yes, in years when there was little or no repair required.

927. My question went to the object of the trusts only, independent of repair?—I have not picked them out.

928. Can you state them from recollection?—Seven hundred pounds a year for lecturers; then 400*l.* a year for poor people; then 50*l.* a year on each side to hospitals and gaols; I think it is 10*l.* a year each for five hospitals and gaols, or somewhere thereabouts. Then the mercers themselves every year are entitled to 100*l.*, charged by the will.

929. Have you servants at the Royal Exchange that you pay?—Yes, there are Exchange-keepers and constables.

930. Can you give an account of the property in Broad-street; the Excise?—That was the mansion of Sir Thomas Gresham, which he left equally, with the Exchange, in moieties to the city of London and the Mercers' Company, for the express purpose of maintaining his college. He left it to the use of the college, and for the professors; they did live there for a great many years, and its necessary repair was a charge; the trustees had to maintain the repair of the college, besides the expense of paying the lecturers, and at that time they had other servants and persons to pay.

931. When did they sell that?—I am not prepared with the date.

932. Was it sold to the Government in that day?—It was.

933. For what sum?—For a perpetual annuity of 500*l.* a year.

934. What sum did they pay over to Government for that annuity?—I think they paid 1,800*l.*

935. One

935. One thousand eight hundred pounds was paid to Government, and they give up that site for 500*l.* a year?—Yes.

936. Do you conceive the trustees are under the obligation of restoring the Royal Exchange?—I should think they are.

937. For the use of the merchants; you think the trustees are bound to replace it?—I should think so, unquestionably.

938. Are you aware of any intention, on the part of the trustees, to assign any particular sum of money for that purpose?—Yes.

939. Have the goodness to state it?—I believe they will both of them agree in the erection of the Royal Exchange to expend 75,000*l.* on each side.

940. Will the produce of the insurance, the sum of 45,000*l.*, be brought in aid?—Yes, that will be brought in aid.

941. So that the two parties jointly are willing to contribute 105,000*l.* from their own funds?—I believe they are both willing.

942. Forty-five thousand pounds is the amount of the insurance?—Yes.

943. Mr. *George Palmer.*] Are the trustees of the Gresham estate at all interested in regard to their trust in the present application, otherwise than being desirous to give every accommodation in their power as to the ground upon which the Royal Exchange is to be rebuilt for the accommodation of the public?—The Gresham trustees are in no other way interested.

944. Any application for the purchase of Bank-buildings, or the houses to the eastward of the Royal Exchange, up to the line of Freeman's-court, is understood to be solely made on the part of the city authorities, for the benefit of the public?—Quite so; the Mercers' Company have made no application that I am aware of.

945. You have stated that the trustees have to pay annually a fixed charge, and they have only the rental of the Excise Office, to the amount of 500*l.* per annum, and the amount recovered from the insurance of the late building, 45,000*l.* to secure the same, which will leave but a small sum in hand applicable to rebuilding the Exchange?—Yes.

946. Do the trustees expect, in laying out any further sum in rebuilding the Exchange, to be repaid the same by the future rents of the shops and offices to be attached thereto?—They do.

947. The city and the Mercers' Company foregoing on their part all claim upon the trust on account of any old debt?—They have agreed to abolish all old debts.

948. Mr. *Herries.*] Have the goodness to state what you mean by old debts, the nature of them and the amount?—Why, after the fire of London they laid an account before Parliament, by which it appeared that in 1747 there was a debt due upon the Company's moiety of 143,000*l.*

949. How long ago is that?—One thousand seven hundred and forty-seven; upon which the company obtained, as I before mentioned, a grant from Parliament of 3,000*l.* a year for 35 years, but which did not pay the interest of the money, leaving the debt untouched.

950. Mr. *George Palmer.*] Was application made to Parliament solely on account of that charge, or on account of any other debt likewise?—There were several other circumstances; but that was a debt or a loan to the Gresham trust. Many years before that there was a forced loan for Charles the First, of 3,250*l.*, and another loan in 1640; during the time of the Parliament, 100,000*l.* were raised, and the company advanced 6,500*l.* on that occasion, and there was another sum of 3,200*l.* advanced to the city.

951. Mr. *Clay.*] Have the trustees come to any recent decision as to what shall be done with the fabric of the Royal Exchange?—They have resolved that it would be better to sell the old materials entirely.

952. Have they issued advertisements to receive tenders for the sale of the old materials?—No, they have not issued advertisements; but they have come to a resolution to do so.

953. They have determined to sell the old materials and entirely to clear the site, with a view to re-construct the Exchange?—That is their present intention; they came to that resolution on Friday last.

954. The *Chancellor of the Exchequer.*] What variation has been made since the time of Sir Thomas Gresham's will, in the manner of delivering the lectures?—I do not quite understand the question.

955. Has there been any, and what, variation made in the amount payable to

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the lecturers?—No other than Sir Thomas Gresham limited it to unmarried men, and when the Act of Parliament was obtained, it allowed lecturers to marry, and fixed a sum of 50 *l.* a year, in addition to that which had been granted to them in the place of their lodgings; no other variation than that.

956. So that, originally, their salary was 50 *l.* a year?—Yes.

957. But subsequently, by Act of Parliament, that salary has been raised from 50*l.* to 100*l.* a year?—Yes; they still receive 50*l.* a year salary and 50*l.* in lieu of lodgings.

958. Originally the trust contemplated a residence for the lecturers in Gresham College?—Directly ordered it.

959. Then the Act of Parliament which increased the salary was consequent upon the approbation of the site of Gresham College to the Board of Excise?—It was.

960. By the original trust the lecturers were bound to be unmarried?—They were.

961. Subsequently, by the Act of Parliament, married men have been allowed to be appointed?—Yes.

962.—Has there not also been an alteration in the original trust, with respect to the place at which the lectures are delivered?—The lectures were delivered at one time in Sir Thomas Gresham's house, where the lecturers resided; and there was also a lecture-room, and at the same period and by the same authority, when the Gresham mansion, as it was called, was conveyed to Government, the trustees were bound by that Act to find some other convenient place or places for those lectures, and they built in the Royal Exchange itself a lecture-room.

963. Have lectures been delivered there ever since?—Yes.

964. Do you consider that it is open to the trustees to have those lectures delivered at any other convenient place which might be considered by them more appropriate and more useful to the public?—I should think they have that right.

965. Are those lectures well attended, or is it a matter of form?—Occasionally they have been very well attended, and sometimes they have not been so; it depended very much upon the nature of the subject. On some subjects they have been very poorly attended for a great number of years.

966. Then, as they are poorly attended, you consider it more as a matter of form in discharging a legal trust, than of any public benefit connected with the lectures?—They have fluctuated so much, I am not able to judge; the trustees consider they are bound to keep them up, and they do so.

967. But the public do not keep them up by attending?—There was a regular attendance-book kept; but on some subjects they have not been very well attended.

968. Sir *Robert Inglis.*] The trustees discharge their duty by appointing the lecturers, and the lecturers discharge their duty by being in attendance to give them?—Yes; the lectures on music have always been well attended.

969. *Chairman.*] Has it frequently occurred that not a single individual has gone into the lecture-room?—I dare say, on some days, and on some subjects, that may have been the case.

970. The *Chancellor of the Exchequer.*] You have stated that an attendance-book is kept?—Yes.

971. Is that attendance-book to record the attendance of the lecturers, or to record the attendance of the persons receiving benefit from those lectures?—To record the attendance of persons who listen to the lectures; whether they receive benefit from them or not, I cannot tell.

972. Where is that book?—I am afraid it has been destroyed by the fire.

973. Mr. *Hall.*] Are any lectures given at this time?—Yes.

974. Where are they given?—When the fire unfortunately took place, on the 11th of January, for the first lecture no place was obtained, but the second, and all the others, were given at the City of London School.

975. *Chairman.*] Is that a good room for the purpose?—It is a very fine lecturing-room.

976. Mr. *Hall.*] Has there been any objection raised on the part of the lecturers to lecture in the City of London School?—They did hesitate to go; one declined positively, in the first instance, but he did go. Afterwards they all went.

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The Committee agreed to insert the following extract, relative to the Gresham Lectures, from the Report upon the Municipality of the City of London, as part of the evidence :—

Municipal Corporations in England and Wales. Gresham Lectures, 347. The Corporation and the Mercers' Company of London are entitled to equal moieties, under the will of Sir Thomas Gresham, dated in 1575, to certain property within the City, now called the Gresham estate, consisting principally of the Royal Exchange and buildings appertaining thereto. The corporation received their moiety in trust to pay 50*l.* a year to each of four persons, to be chosen by them, fit to deliver lectures on divinity, astronomy, music and geometry, besides some charitable charges. The Mercers' Company, in like manner, were to appoint and pay 50*l.* annually to three lecturers in law, physic and rhetoric, besides other charges. The will also appointed that the said lecturers should have the occupation of Sir Thomas Gresham's house and gardens, "for them, and every of them there to inhabit, study, and daily to read the said several lectures." No married man was eligible to hold a lectureship.

The trusts of this will were confirmed by Act of Parliament, 23 Elizabeth, c. 5, and the Corporation and Mercers' Company came into possession of the estate on the death of Sir Thomas Gresham's widow, in 1596. The lecturers were then installed in Sir Thomas Gresham's house, which became known by the name of Gresham College. In 1597, soon after their appointment, certain ordinances for their government were agreed on between the Corporation, the Mercers' Company and the newly appointed lecturers, of which the substance was as follows: The lecturers were required to read their several lectures daily, according to the will of the founder; and further it was thought meet and convenient, "that for the deciding of weighty matters in controversy, and for the teaching of the principal and most material heads in all the said several arts and sciences there to be taught, that there be certain several solemn lectures with great care and diligence to be performed by every of the said lecturers, in their several arts and sciences, at several set days and times, as thereafter expressed." The times for these solemn lectures are then appointed to be at four terms throughout the year, viz.: from Monday before each of the three common law terms of Michaelmas, Hilary and Easter, to the end of those terms respectively, and from Monday before Trinity term for 28 days. The ordinances then setting that for the benefit of the citizens the lectures should be in English, and for the advantage of strangers, in Latin, provide that every lecturer should deliver one of these solemn lectures twice a week during the terms. The morning lecture was to be in Latin, the afternoon lecture in English, except the law lectures, which are all ordered to be in Latin, with a brief English summary at the close of each; and in consideration that Doctor Ball, recommended by the Queen for lecturer of music, was not able to speak Latin, he was allowed to lecture entirely in English. Then follow certain directions for the government of the college, with an order for visiting it, by such visitors as the City and company should appoint, to examine into the execution of the will, and report thereon to the City and company, with a proviso for the deprivation of any lecturer who should be remiss in the discharge of his duty, or otherwise unfit to be continued. In 1768 the Government was desirous of obtaining the site of Gresham College for the Excise Office, and an Act of Parliament passed 8 Geo. 3, c. 32, by which the college became vested in the Crown, in lieu of which, the revenues of the excise were charged with the annual payment of 500*l.* to the corporation and the Mercers' Company; the Act also provided, that the corporation and the company should always provide a fit place wherein the lectures should be delivered, and should increase their lecturers' salaries to 100 *l.*, in lieu of the apartments taken from them; in consideration that the collegiate life of the lecturers would thus be disturbed, the Act empowers them thenceforward to hold their situations, although married. The Gresham estate appears to have been always managed by a committee, called the Gresham committee, which consists of the lord mayor, three aldermen and eight common-councilmen on the part of the City, nominated by the common-council; and of the master, three wardens, and eight senior members of the Mercers' Company, on the part of the company; the clerk of the Mercers' Company is clerk to the committee, which sits at Mercers' Hall; the two branches of the committee have always sat and acted together, and hence, probably, it has arisen, that the practice of reporting to the common-council was in consequence of some pecuniary transactions with the chamberlain, which will be presently mentioned; the common council allow 100*l.* annually to the City portion of the committee; it is generally chosen from among the senior members of the common council, and meets eight or nine times a year; applicants for leases petition the committee; but the leases are sealed in common-council; the Royal Exchange was burnt in the great fire of London, in 1666, and was rebuilt on an enlarged scale at the joint expense of the City and the Mercers' Company, at the cost of nearly 66,000 *l.* for their share of the work; the City advanced to the trust-fund the sum of 26,700 *l.* in the course of the years 1668–1672, of which only 6,700 *l.* has been repaid, and no interest has been paid on the balance since 1708, so that the trust estate is now debited, in the books of the City, with the whole accumulation of interest since that time, amounting at Christmas 1833, with the principal debt, to 145,500 *l.*; only the surplus of the City's share is applicable to pay off this debt, and it appears to be considered almost irrecoverable, as it is no longer carried out in the balance sheets of the City's affairs, except by the memorandums, as may be seen in the balanced statements of the city; cash delivered to us from the chamberlain's office, and printed in section 346; the Mercers' Company who had made similar advances were relieved by Act of Parliament; we believe that the annuity stated in section 380, to have been granted to that company out of the orphans' fund, was partly in consideration of this expenditure; the repairs of

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the Exchange about eight years back have loaded the estate with a new debt; they were completed at a cost of 56,000*l.*, for which the chamberlain made advances at 4 *l.* per cent. from the funds in his hands to the extent of 15,000 *l.*; that debt has been since reduced to 9,000*l.*; these advances were made at the request of the City, part of the Gresham committee, and were solely on the credit of the City's moiety; it was on this occasion, that an inquiry was moved for in the court of common-council, and a report was made, dated 31 January 1825, by which it appeared, that the cost of the repairs amounted to 33,490 *l.* 9 *s.* 1 *d.*, of which 25,366 *l.* 7 *s.* 1 *d.* had been paid, and the estimate for completing the works was 7,374 *l.*, besides 1,900 *l.* due to the surveyor, making in all 17,398 *l.* 9 *s.*, one-half of which must be found by the corporation; the chamberlain also laid before the court a statement of the average receipts and outgoings of the City's moiety, by which the former appeared to be 3,052 *l.* 2 *s.* 6 *d.* and the latter 1,623 *l.* 7 *s.*, exclusive of repairs, leaving an annual surplus of 1,428 *l.* 15 *s.* 6 *d.* The expense, as has been stated, exceeded this estimate, owing to the very dilapidated state into which the Exchange had fallen. The report also stated the debt then due to the chamberlain to be 5,323 *l.* 9 *s.* 9 *d.*, which had accrued in the course of the previous four years, by advances to the order of the City's Gresham committee. The report then recommended that no further works should be undertaken without a previous report to the court, and that the sums then wanted should be advanced by Mr. Chamberlain, pursuant to the arrangement made by the committee and repaid out of the surplus of the City's moiety. This report was not agreed to, and it does not appear that there has been any order, either of the common-council or court of aldermen, sanctioning the advances that were made. They reached their maximum of 15,000 *l.* in 1826, and since that time have been gradually diminished. It seems to be understood that the chamberlain is at liberty to make use of the balances in his hands for his own advantage; and if this be so, whatever irregularity there may have been in these transactions, appears chargeable only on the Gresham committee. The report seems partly to have originated in the desire of the chamberlain to procure the sanction of the common-council on finding himself called on for larger advances than at first he contemplated, and from his fearing that he would be made answerable for any loss. No advances were made by him to the Mercers' Company. The present revenue of the City's moiety, including one-half of the excise annuity of 500 *l.* is 3,094 *l.* 5 *s.*, and the expenditure of 1832, which may be considered an average one, with the exception of the charge for interest, was,—

	£.	s.	d.
To the four City Lecturers	400	–	–
Charitable donations required by the will	364	8	8
Repairs of Royal Exchange and almshouses, allowances to officers, and sundry expenses	1,040	3	7
Interest on money advanced for the recent repair of Royal Exchange	431	12	9
Surplus applicable to reduction of debt	858	–	6
£.	3,094	5	–

The tenants of the shops and apartments of the Gresham estate adjoining the Royal Exchange, about 60 or 80 in number, which are rated to the parochial and City taxes, are said not to have a vote in wardmote, and not to be liable to serve the ward offices. These shops are not calculated for residences, and the tenants are said to pay scot but not to bear lot. They hold leases of 11 years under the Gresham committee, with a clause of renewal. Since the Act of 1768, a lecture-room and library have been provided over the south entrance of the Royal Exchange, and the solemn lectures continue to be delivered there during term, but the daily lectures, which the will and ordinances both seem to us to require from every lecturer, have been long discontinued. Complaints were made before the court of aldermen as early as 1679, that the lecturers did not reside in the college, and that they made a profit by letting their apartments; it was thereupon recommended that their salaries should be withheld; this recommendation was renewed in October of the same year, and the reason of it was stated to be, because the lectures were not given. On the 30th April 1706, a petition of citizens was presented to the court of aldermen, stating that they had attended the lectures at Gresham College, which were appointed to be read every day in the week, but that the present professors read only in term time, and then at such uncertain hours that those who wished to attend were prevented, and praying that certain hours should be fixed. The court thereon desired the lord mayor to summon the Gresham committee, and to give redress to the petitioners according to the will. It does not appear further, whether any thing was done on this summons. The Corporation has recently shown a desire to make the Gresham lectures more useful than they now are. In 1829, a special committee was appointed to confer with the Mercers' Company on the subject. The committee entertained the idea of removing the lectures and library to the London Institution in Moorfields, and of procuring that all the lectures should be given in English. The Institution professed itself ready to accede to the scheme, on being reimbursed the sum of 135 *l.* annually, which was their estimate of the expense of warming and lighting the lecture-rooms, &c. When this plan was communicated to the Gresham lecturers, they professed their earnest desire to co-operate in rendering the lectures as beneficial as possible to the public, but submitted that, by the proposed scheme, there was a danger that they would become an appendage of the London Institution, and lose the distinctive character intended

intended to be conferred on them by their founder. Some other correspondence passed, in which the lecturers urged their objections to any removal from their present situation; upon which the committee resolved that it was inexpedient to remove them. On motion before the common council to confirm this report, it was referred to another committee, appointed with regard to the rights and duties of the corporation under Sir Thomas Gresham's will, to consider and report the same. The question of removal is still under discussion; and a more recent idea has been to connect these lectures with the corporation school, which appears to us likely to be of the utmost value to that new institution, if, on further consideration, it shall be found practicable. It has occurred to us, that if any plan could be devised for allowing the regular students attending these lectures access to Sion College library, in consideration of which the trustees of that library might perhaps be invested with a share in the management of the school, many elements would be united of an establishment which could not fail to be in the highest degree advantageous to the City. 12 March 1838.

Mr. *Benjamin Whinnell Scott*, called in; and Examined.

977. *Chairman.*] ARE you principal clerk to the chamberlain of London?—I am. Mr. *B. W. Scott.*

978. Can you give the Committee an account in writing, as between the corporation and the Gresham committee?—I can. (*Vide* Appendix, 4.)

979. Does that contain a debtor and creditor account?—It does.

980. State how the balance stands?—The whole monies due to the corporation of London, from the city moiety of the Gresham trust, is 156,358*l.* 16*s.* 4*d.*, it consists of 20,000*l.* remaining of 26,700*l.* advanced between the years 1667 and 1672, for rebuilding the Royal Exchange, after the fire of London, and for 129½ years' interest, 129,500*l.*, and also of 6,858*l.* 16*s.* 4½*d.* remaining of the monies advanced to effect the general repairs of the Royal Exchange in the year 1818, and subsequent years.

981. Perhaps you can tell the balance due to the city, including interest from the trust?—The whole amount is 156,358*l.* 16*s.* 4*d.*

982. What interest do you calculate?—Five per cent.

983. The *Chancellor of the Exchequer.*] When was the last receipt of interest?—In 1818.

984. How much was then received on account of interest?—Five hundred pounds; I should perhaps add, that the corporation gave directions that when the sum of 500*l.* accrued upon the trust itself, that it should be transferred to their account, in discharge of half a year's interest.

985. *Chairman.*] You appear to have several accounts in your hand; do they all refer to the Gresham account?—No; they are principally memoranda.

986. Now, is there any history you can give to the Committee, as connected with the Royal Exchange and the corporation of London?—I am not prepared with any such account at present.

987. The *Chancellor of the Exchequer.*] You do not consider this debt as available assets for the city of London to look to?—It has not been included in the annual statement of available assets, but it has been continually charged by a memorandum throughout the whole period of the account.

988. The interest is added, and the account is made up every year?—Yes, every year.

989. Is the interest added to the principal every year?—Merely simple interest; the object being to keep this charge by memorandum, in the event of the trust fund, at a future period, being enabled to pay the corporation.

990. To keep the charge alive, in short?—Yes, merely to keep the charge alive.

991. Sir *Robert Inglis.*] Is your understanding that, in addition to the surrender of this debt, jointly due by the trustees of the Gresham committee to the Mercers' Company and the city of London, that the corporation of the city of London and the Mercers' Company will contribute an aggregate sum, amounting to about 150,000*l.*?—The corporation of London, I apprehend, are willing to contribute whatever sum may be necessary for reinstating or rebuilding the Royal Exchange without reference to their old debt; but I believe the corporation are anxious to keep that debt in existence by a mere memorandum, with this view, that in the event, at a future period, of there being a surplus arising from the Royal Exchange, that the most legitimate application would be a transfer of such surplus in reduction of the debt.

992. Then your apprehension is, that the corporation of the city of London, whatever may be the ultimate intention of the Mercers' Company, will not sur-

Mr. *B. W. Scott.*

12 March 1838.

render this debt due by the trusts of the Gresham estate?—The corporation of London have come to no decision upon that point, therefore, I am unprepared to answer that question; I can only state the object that the corporation has had from time to time in keeping this debt alive by a memorandum.

993. Mr. *Herries.*] I think you stated in a former answer, that the corporation of the city of London and the Mercers' Company were willing to contribute any sum that would be necessary for the purpose of rebuilding the Royal Exchange?—I have no doubt of it.

994. And not a specific sum?—Not a specific sum, I apprehend, but any sum that would be necessary.

995. You are not aware that they have come to a resolution to subscribe 150,000*l.*?—My impression is, that they are ready to contribute whatever may be necessary to rebuild the Royal Exchange upon a scale adapted to meet the wants of the mercantile interest.

996. Mr. *Clay.*] Do the corporation of London and the Mercers' Company, as joint trustees of the Gresham trust, conceive themselves under an obligation to rebuild the Royal Exchange?—I have some difficulty in answering that question; there does not appear by the will of Sir Thomas Gresham any thing that would render them legally liable; but much depends upon the nature of the deed by which the site of the Royal Exchange was originally assigned to the city and the Mercers' Company.

997. Has the city taken any legal opinion upon that subject?—I believe they have not.

APPENDIX.

Appendix, No. 1.

To the Right Honourable the Lords Commissioners of His Majesty's Treasury.

The Memorial of Rigby Wason, Member of Parliament for the Borough of Ipswich,

Sheweth,

Appendix, No. 1.

That on the 25th day of June 1832, your memorialist moved for and obtained the appointment of "A Select Committee to inquire into, and report on the most economic and eligible mode of improving the approaches to the Houses of Parliament, and to the Courts of Law, and also of improving the immediate neighbourhood of Buckingham Palace." That on the 18th day of July the Committee made their Report, and strongly recommended to the House and to the Government the adoption of certain plans submitted to their consideration (and appended to the Report) "as being, in their opinion, of essential importance to the salubrity of this part of the metropolis—as materially improving the approaches to the Houses of Parliament and Courts of Law, and as rendering the immediate neighbourhood of the Palace befitting the station of its illustrious inmate."

That in the year 1833 some property, in the immediate line of the projected street, was advertised to be sold by auction, and was purchased by your memorialist, and immediately offered by him to the Government, and that until such purchase your memorialist was not interested directly or indirectly in any property in Westminster.

That your memorialist, ascertaining that certain parties who would be materially benefited by such improvements, were not only unwilling to assist in the expense, but required money for their consent, took no further steps in the matter.

That in the year 1835, such parties having expressed their willingness to contribute to the improvement, your memorialist had many interviews with the Chief Commissioner of Woods and Forests and Mr. Milne, and laid before them an estimate of opening so much of the street as is situate between Horseferry-road and the Chelsea-road.

That such estimate, formed as it was on the basis that parties who were interested in the property should contribute to the improvement, was considered very inadequate, and that such projected improvements would entail much greater expense upon Government.

That under these circumstances, your memorialist offered to find parties to join him in purchasing property in the line of street, so as to prevent the possibility of any extra expense being incurred by Government.

That your memorialist accordingly entered into arrangements with other parties, and has since made extensive purchases in the line of the said projected street, and is therefore able to satisfy the Commissioners of Woods and Forests, that the estimate would cover the expense; and further, to find bondsmen with himself for the execution of the improvement within the estimated cost.

That

That upon recent communication with the Commissioners of Woods and Forests, your memorialist was informed, that before they could consider, or make any report to the Government, on the merits of the project and the offer of your memorialist, it would be necessary that the same should be referred to them and your Lordships. Appendix, No. 1.

Your memorialist therefore prays, that your Lordships will be pleased to consider the same, and to refer this memorial to the Commisioners of His Majesty's Woods and Forests.

March, 1837. *R. W.*

Appendix, No. 2.

Sir, Office of Woods, &c., 20 March 1837.

On behalf of the Commissioners of His Majesty's Woods, Forests, &c., I have to acquaint you, that the Lords of His Majesty's Treasury have been pleased to refer to the said Commissioners your memorial of the 7th instant, to their Lordships, relative to a plan submitted by you to a Select Committee of the House of Commons, and approved of by that Committee in July 1832 for a new street from the Broad Sanctuary to the south end of Grosvenor-place; and for effecting certain improvements in the neighbourhood of Buckingham Palace. And that in order to enable the said Commissioners to make their report to their Lordships upon the said memorial, it is desirable that you should furnish them with a statement (as far as you may be able to do so) containing the names and addresses of the freeholders, lessees and occupiers of the property requisite to be acquired for carrying the said plan into effect; and the particulars of the respective interests of those parties; and any estimate which you may have formed or obtained as to the probable cost of making the several purchases, and of the needful sewers, pavements, &c., and amount of all the other incidental outgoings; also, the amount of the returns likely to arise from the rents of such portions of the acquired property, as may be to be again let, or from any other source regarding the improvement in question. Appendix, No. 2.

I am, Sir, &c.

Rigby Wason, Esq., M. P., &c. *A. Milne.*

Appendix, No. 3.

Sir, 7, Parliament-street, 30 March 1837.

I beg to acknowledge the receipt of your communication on behalf of the Commissioners of His Majesty's Woods and Forests, requesting me to lay before them a detail of such information as I possess, relative to the probable cost of the proposed street, and the details of the ownership of the land through which it is to pass; and accordingly, I have the honour of laying before them the Papers marked 1, 2, 3, 4 and 5, with a plan of the ground. Considering that two of the commissioners have so repeatedly borne their testimony to the utility and cheapness of the plan, provided it could be executed for the sum named, 25,000 *l.*, it may have been unnecessary to have entered into a detail of the benefit the public would receive by opening the street, but I thought it due to myself to place upon record some of the advantages, in order that other parties, unacquainted with the localities, might be able to form a correct opinion upon the subject; and it has appeared to me that those advantages would be more apparent if placed in juxta position with those of an improvement which has already been executed at the public expense. With this view I have compared the proposed street with the one that was last improved, or rather opened by Government, not only because it was the last, but because it received the sanction of successive Boards of Commissioners of His Majesty's Woods and Forests; of two successive Governments; of a Select Committee of the House of Commons, and finally of both branches of the Legislature. Appendix, No. 3.

I have, &c.

J. Milne, Esq., *Rigby Wason.*
Commissioner of the Woods and Forests.

(Further Papers handed in by Mr. *Wason*.)

Object 1. To impress upon the Committee the expediency of reporting to the House the adoption of a suggestion made by Sir Robert Peel, in 1837; viz., to appoint a standing commission of three or five members, whose duty it would be to watch over the improvements of the metropolis; and whose powers would be similar to those of the Dublin Wide Street Commission.

2. To impress upon the Committee the expediency of reporting to the House and to the Government, as soon as possible, the adoption of the plan for the improvement of Westminster, which was recommended by the Select Committee of the House of Commons, appointed on the 6th day of June 1832, to inquire into the most economical and eligible mode of improving the approaches to the Houses of Parliament, and to the Courts of Law; and also of improving the immediate neighbourhood of Buckingham Palace. Upon the first point, it is, perhaps, only necessary to state the facts which have occurred respecting this plan, which has been approved of by every person to whom it has been officially referred (Paper A.);

Appendix, No. 3.

(Paper A.); and I think that if this Committee reflect upon the little chance there is of finding persons uninfluenced by pecuniary objects, working for six or seven years to carry out an improvement so strongly recommended as this has been, they will see the necessity of the appointment of some responsible board, on whose opinion the Government could rely. Upon the second point, various reasons may be offered, showing the expediency of an early adoption of this plan. These I have stated in Paper 3; and if these reasons should be found conclusive in favour of the plan, surely this Committee will consider that the Treasury would be amply reimbursed by an income arising from ground-rents paying two-and-a-half per cent. during the continuancy of the leases, and when they were expired, producing a property worth considerably above a million sterling.

The present Chancellor of the Exchequer, the Government and the Parliament, have, by an Act passed 30th June 1837, and entitled "An Act to amend the Acts for the Extension and Promotion of Public Works in Ireland," sanctioned the principle of applying public money to public improvement, to an extent infinitely beyond that which would be required for this improvement. The commissioners are by that Act empowered to make advances for the erection of public works, under certain circumstances, partly by way of loan, and partly by way of grant; that is to say, by loan, to the extent of one moiety of such advances, and by grant, to the extent of the other moiety thereof. But in this case, not one shilling is required by way of grant; all that is wanted is a loan of two-and-a-half per cent. upon the Government calculation; and however desirable are the objects contemplated by that Bill, surely they cannot, even by an Irishman, be considered more important than that of adding to the salubrity of the metropolis.

Year 1831;

Drew the first plan on Coronation route, published by authority, which plan was approved of by Lord Duncannon, then First Commissioner of Woods and Forests. Produce Plan 1.

Year 1832;

Drew the second plan, and submitted it to Lord Althorp, then Chancellor of the Exchequer, who stated in the House of Commons his acquiescence in the motion made for the appointment of a Select Committee to inquire into the most economical and eligible mode of improving the approaches to the Houses of Parliament and the Courts of Law, and also of improving the immediate neighbourhood of Buckingham Palace. Report of Committee, strongly recommending to the House and the Government the adoption of the plan appended to their report, as being of essential importance to the salubrity of this part of the metropolis, as materially improving the approaches to the Houses of Parliament and Courts of Law, and as rendering the immediate neighbourhood of the Palace befitting the station of its illustrious inmate.

Year 1833;

Purchased property in the immediate line of street which was advertised to be sold by auction, and which I offered to Lord Duncannon and Sir Robert Inglis, for the purpose of the improvement. Many interviews upon the subject.

Year 1834;

Bought other property in line of street of commissioners for building the new prison. Conveyance executed by five of the commissioners; after agreement and execution, one of the magistrates who had signed the conveyance canvassed to prevent the sale being confirmed by the Westminster and Middlesex magistrates; the former confirmed the sale by a large majority—the latter refused to confirm it by the casting vote of the chairman, Mr. Rotch, probably the first time the casting vote of a chairman of any respectable body was given against the adoption of a recommendation of their committee; the consequence has been, that the county has lost the interest of 3,250 *l.* since this period, and the land is worthless unless the street is carried, as at present there is no access.

Year 1835;

Had many interviews with Lord Duncannon and Mr. Milne upon the subject.

Year 1836;

Ditto, ditto. Laid before them an estimate of the expense of completing two-thirds of the street, viz., between Chelsea-road and Broadway. They considered that it was not possible it could be opened for the sum named, when I offered to get parties to join me in purchasing; that land was to be sold so as to insure to the Government its completion within the estimate. I did so, and, having procured two gentlemen to join me, I offered to complete the road for the sum named, and to return to the Government any money which was not expended; they recommended me to memorialize the Government, which I did.

Year 1837;

Presented the memorial (Paper 1.) and received the letter (Paper 2.) from the Commissioners of Woods and Forests; gave them the information, and heard nothing more upon the subject.

Year 1838;

Found that the Treasury had referred the whole plan to the Woods and Forests, and ordered a survey to be made; that the survey was made of the whole line of street, which states that the place would pay Government an interest arising from ground-rents of two and-a-half per cent.

Appendix, No. 4.

A STATEMENT of the DEBT and INTEREST of the City Moiety of the GRESHAM ESTATE.

The City's Moiety of the Gresham Estate, in Account with the Corporation, in relation to Monies advanced for the Rebuilding of the Royal Exchange.

Dr		£. s. d.		Cr	£. s. d.
1667 to 1672.	To Amount advanced to the Gresham Fund towards rebuilding the Royal Exchange - - - -	26,700 - -	1676 to 1683.	Received out of the Monies received for Rents and Profits of the Shops of the Royal Exchange towards the re-payment of £. 26,700 lent out of the Chamber's Cash to supply the want of money to rebuild the said Exchange - - - - -	6,700 - -
				Balance due to the Corporation -	20,000 - -
	£.	26,700 - -		£.	26,700 - -
	To Balance brought down - -	20,000 - -			
	To Interest on the same, from Midsummer 1703 to Christmas 1837, 129½ years, £. 5 per cent. - -	129,500 - -			
	£.	149,500 - -			
	Remaining due of the Sum advanced towards the Repairs of the Royal Exchange in 1818, and several subsequent years - - -	6,858 16 4½			

Richard Scott.

Chamberlain's Office,
March 12, 1838.

Lunæ, 19° *die Martii*, 1838.

MEMBERS PRESENT.

Sir Edward Codrington.	Mr. Clay.
Mr. Wakley.	Mr. Pendarves.
Mr. George Palmer.	Sir Matthew Wood.

SIR ROBERT INGLIS, IN THE CHAIR.

Mr. *William Mosely*, called in; and Examined.

Mr. *W. Mosely.*

19 March 1838.

998. Sir *Robert Inglis.*] ARE you surveyor to the magistrates of Middlesex?—Yes; I am surveyor to the magistrates of Middlesex, and generally for the whole county.

999. What plan do you produce?—I produce a plan for the continuation of Farringdon-street to the Holloway New-road.

1000. From the point of junction of Holborn and Skinner-street?—Yes.

1001. Due north?—Yes.

1002. To what street?—Eventually to Rodney-street, Pentonville, and to the Holloway New-road.

1003. How far does the plan in your hand extend?—From the termination of Farringdon-street to the Holloway New-road.

1004. Will you exhibit it?—This is a plan which was submitted to the Middlesex magistrates and the city authorities in the year 1833; they met jointly to consider the best plan; other plans were submitted at that time to the joint-committee, and the line suggested by me was adopted; from my dictation the principal points of my plans were entered upon the minutes, and subsequently those minutes have been sent to the Middlesex magistrates, and they are also entered upon their minutes.

1005. Does the blue curved line on this plan represent the course of the river Fleet?—It does.

1006. And the proposed new street, from the north end of Farringdon-street, includes, in a portion of its course, that river, and cuts into it in other places?—It does.

1007. In reference to the draining of the new street, this near approach to

Mr. *W. Mosely.*

19 March 1838.

the river Fleet would of course be a great advantage?—It affords the opportunity of making the river Fleet a covered sewer.

1008. How far is the river Fleet a covered sewer at present, within the boundary of London?—The river Fleet is a covered sewer from Battle-bridge to the south end of Warner-street.

1009. State how long it flows in an open course, in the direction of Farringdon-street?—It flows very nearly to Holborn-bridge, in an open course, covered only where the streets pass.

1010. Are you personally cognizant of the state of that sewer at present?—I am.

1011. Will you describe to the Committee its state; whether it be offensive to the senses, or injurious to health?—It is most offensive to the senses, and I should conceive injurious to health; that arises, in a great degree, from the dirty nature of the water, and the noisome trades carried on there; such as fellmongers, cat-gut makers, and businesses of that kind, arising from the situation being unfit for any other employment or business.

1012. What is the inclination of the ground from the south end of Little Warner-street to the north end of Farringdon-street?—There is a fall of about 15 feet.

1013. Do you know the elevation of the north point of Farringdon-street above the river?—Eleven feet above Trinity high-water mark.

1014. Is that ample liberty for a complete sewerage?—Yes, ample; the river Fleet runs along a natural valley; the valley itself is a very narrow one, so that when the cross streets are formed, there would be no difficulty in reducing the declivity of the cross streets, so as not to be objectionable.

1015. Mr. *George Palmer.*] You do not propose to complete the sewer in the present line?—The commissioners of sewers have already commenced diverting the new sewer from the original line of the Fleet Ditch in Little and Great Warner-street.

1016. Sir *Robert Inglis.*] Then the plan which you now exhibit marks also within Great Warner-street and Little Warner-street, and also within the line of the proposed street, from south of Little Warner-street to the north end of Farringdon-street, the direction in part of the actual sewer and the remainder of the proposed sewer?—Exactly.

1017. What is the difference in lineal distance between the south end of Little Warner-street, where the sewer ceases to be covered, and the north end of Farringdon-street, in the line which you propose to carry it, as compared with the actual course of the river Fleet?—About 300 feet.

1018. Mr. *Clay.*] Is the line for the new street from Farringdon-street to Coppice-row laid down on the plan which you have submitted to the Committee, of which a portion is comprehended in the plan attached to the Bill that is now in contemplation to introduce into Parliament to continue Farringdon-street on the part of the city of London?—It is; I have considered myself employed solely on the counter-part; it is in continuation of that portion to be brought in by the city that this plan is made.

1019. Then, consistently with the line contemplated by the city at present, that portion of a new street within the city boundary, might a line other than that indicated on this plan be taken northward to Clerkenwell-green?—It might.

1020. Sir *Robert Inglis.*] Can you state to the Committee the level of the Sessions-house, Clerkenwell-green, above the actual valley of the Fleet at the nearest point?—The great rise in Clerkenwell-green is from the west side of the Sessions-house: to the east there is an immense rise there, and no alteration could be made without pulling down the Sessions-house entirely: the next dip is at Mutton-hill; and the effect of raising the surface of the new street would be to alter the level, so that there would be no inconvenient rise of the line except at the Sessions-house, which would not be interfered with.

1021. What is the actual level of the eastern front at the principal entrance to the Sessions-house as compared with the valley of the Fleet?—I think it is between 30 and 40 feet.

1022. Mr. *Clay.*] Has your attention been drawn to this point, namely, whether it would not be more convenient to bring the contemplated continuation of Farringdon-street up to the upper part of Clerkenwell-green?—It has.

1023. In order that it might cross on the same level the contemplated line of communication

communication from the end of Oxford-street to Finsbury-square?—My attention has been called to the line of street going near to the east end of the Sessions-house; my reason for preferring that line in the first place is, that it would give a more direct line northward from Farringdon-street to the Holloway-road; the effect of raising the surface of the street along the valley of the Fleet gets rid of all the evils that arise from cross streets; the basement floors of the houses and the vaults under the streets themselves would tend to raise the surface to a considerable extent, and the rest is intended to be filled up with rubbish and materials to be purchased.

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19 March 1838.

1024. Sir *Robert Inglis.*] In the plan which you have exhibited to the Committee, have you proposed to introduce the system of sub-ways?—I have no intention of that kind.

1025. Mr. *Clay.*] Supposing it should be found essential to open a line of communication from the end of Oxford-street to Clerkenwell-green, and thence to the eastern part of London, have you considered whether there would not be a considerable inconvenience in that line being on a level so much above the level of the street which you now submit a plan of to the Committee?—The level of the street is raised above the present level of the ground, and in the cross streets there would be no inconvenient fall, and I think it infinitely superior to a viaduct, and much cheaper, because a viaduct gives you no frontage.

1026. Sir *Robert Inglis.*] When you state that the level of the street is considerably raised, do you mean that the sewer which you have proposed in the street would be covered to any considerable extent by the pavement?—It would be covered necessarily, and no evil would arise from it.

1027. It would be covered in part to the depth of 15 feet, according to your statement?—Yes.

1028. And do you consider that no evil would arise?—I consider none.

1029. Mr. *Clay.*] What would be the difference of level between the new street which you propose at the point where it intersects Vine-street, and the level of part of Clerkenwell-green by the east door of the Sessions-house?—At Ray-street the difference of level would be about 10 feet.

1030. Can you inform the Committee how much Ray-street is below the summit level of Clerkenwell-green?—Perhaps 15 feet.

1031. Then the total rise between the summit level of Clerkenwell-green and the point of intersection with the new street you now propose would be 25 feet?—I should conceive about that.

1032. In what length of street would that rise take place?—About 250 feet.

1033. That would be one foot in ten?—The principal rise takes place in the Sessions-house.

1034. It appears to be a rise then of one foot in ten?—It would be one foot in 10 feet and a half.

1035. Are you aware of the rise at the western side of the valley of the Fleet on the same line of communication, namely, the intended line of communication from the end of Oxford-street to Clerkenwell-green?—The present rise would be about 20 feet.

1036. Twenty feet from the level of your proposed continuation of Farringdon-street, up to what point on the western side of the valley of the Fleet?—To the north end of Liquorpond-street.

1037. Sir *Robert Inglis.*] As it is proposed by your plan, to raise the valley of the Fleet to form a street, can you state the level which you intend to give that new street?—It is proposed to raise the height of the street 20 feet above the level of the present line.

Samuel Mills, Esq., *Robert M'William*, Esq., *Benjamin Hall*, Esq., and Sir *John Scott Lilly*, Justices of the Peace for the County of Middlesex, called in; and Examined.

1038. Sir *Robert Inglis.*] THE plan now on the table of the Committee has been submitted to them by Mr. Moseley, who described himself as surveyor to the magistrates of the county of Middlesex, and he states that it was submitted by him to them in the year 1833, when they were sitting in joint committee with the city authorities: do you recognize this map as having been exhibited to you

Samuel Mills, Esq. *R. M'William*, Esq. *B. Hall*, Esq. and Sir *J. S. Lilly.*

Samuel Mills, Esq. *R. M'William*, Esq. *B. Hall*, Esq. and Sir *J. S. Lilly*.

at that time?—(Mr. *Hall.*) I think my initials will be found somewhere about it.

1039. Did this map receive the sanction of yourself and of the court, or the committee of Middlesex magistrates and of the city authorities jointly, or of either, so far as you know?—(Mr. *Mills.*) It received no authority from the committee; it was only brought before them.

1040. Were there other plans?—There were other plans submitted by other professional men.

1041. Has the opinion of the court been taken in respect to any of them?—No.

1042. Looking at the plan now on the table, will you gentlemen, in succession, be pleased to state to the Committee any observations which may occur to you?—(Sir *John Scott Lilly.*) I would beg to state that I was requested, by persons interested in the metropolitan improvements, to bring the subject before the Middlesex sessions, particularly in reference to Clerkenwell-green, that it might be taken into consideration; and I moved a resolution to that effect, and the result was that a former committee which had expired was revived, the number increased, and the subject referred to their consideration. When the committee met they agreed to the following resolution, which I beg to hand in:—

"Resolved, that this committee is desirous that the attention of the Committee of the House of Commons, now sitting on the proposed Metropolitan Improvements, should be drawn to the great public advantage that would result from opening the approaches from Blackfriars-bridge and Farringdon-street to the Sessions-house and prisons of Clerkenwell, and thence northward to Islington from Waterloo-bridge and Wellington-street, across St. Giles's to Charlotte-street, Bloomsbury (near the British Museum); from Westminster-bridge and Charing-cross to Tottenham Court-road, and also from Oxford-street to Hart-street, Bloomsbury, to Clerkenwell-green; from St. John's-square, Wilderness-row, in a direct line to Shoreditch, Whitechapel and the great Essex-road."

(Mr. *Mills.*) This plan, which I beg to deliver in to the Committee, is Bowles' map of the city of London, on which I have marked lines; those marked yellow are existing streets from Oxford-street, alluded to in the resolution which has been handed in by Sir John Scott Lilly, and those parts marked blue are the proposed lines in continuation of the existing streets marked yellow; the resolution which has been put in refers to the bridges. Now, it will be seen that when London was confined principally to the city of London, the line over London-bridge went directly to Bishopsgate-street, which was the old road to York; that seemed to be a very efficient line when London was confined to the city. Now, Blackfriars-bridge is much nearer the centre, and the roads from Kent, Surrey, Sussex and Hampshire meeting at the obelisk, in St. George's-fields, form a direct line to Blackfriars-bridge and Farringdon-street to Holborn-bridge; then there is no outlet without going either through Smithfield, which has a market five days out of the six, or up Holborn-hill towards Tottenham Court-road, or Gray's-inn-lane. The line in continuation of Farringdon-street, marked blue, proposed to come out at the Sessions-house, Clerkenwell, and the blue line continued from the point of junction to the north, necessarily leads to the Angel at Islington and to the north-west of King's-cross. From the same point from the obelisk, in St. George's-fields, to the northward along the new street called Wellington-street, which is completed, then this blue line shows what is requisite to be laid open to complete the line to Broad-street, St. Giles's; from thence there is a straight line along Charlotte-street, already existing, Bedford-square and Gower-street to the Hampstead-road. Then from Westminster-bridge along Parliament-street to St. Martin's-church exists, and nearly opposite St. Martin's-church the blue line shows a proposed line of street to Crown-street, Soho, leaving Leicester-square to the west and St. Martin's-lane to the east, that would come out opposite Tottenham Court-road. These lines from the south to the north are mentioned in the resolution which has been put in, and were submitted by me to the committee of Justices. Then from the west to the east, at the end of Oxford-street, the line marked blue is to meet Hart-street, Bloomsbury; the present line from thence continued to the corner of Orange-street, where there would be a small angle cut off to take it into Theobald's-road and King's-road, and across Gray's-inn-lane to Liquorpond-street; at the junction of Liquorpond-street with Leather-lane a new line can be formed, by an arch of sufficient height, to make it nearly level to Clerkenwell-green; from Clerkenwell-green, on the south side, into St. John's-square;

John's-square; from St. John's-square, widening one end of Albemarle-street, taking down a small portion of houses at the entrance of Wilderness-row, and setting back the Charter-house wall about 20 feet, will make the communication complete to Old-street-road and Shoreditch church; from Shoreditch church a new line, entirely on the south side, into the Whitechapel-road, opposite what is called the New-road, leading to the London docks; also a new line in continuation of Church-street, Spitalfields, to the same point in Whitechapel-road, namely, opposite the New-road, by which means there will be a complete parallel line to Holborn, all the way to Whitechapel-road, at the intersection of the New-road; and, by continuing the line of Church-street, there will be a line also from Oxford-street, through Smithfield, to the same point. These are statements relating to that resolution.

1043. The statements which you have now made are made in your character as one of the Justices of the Peace for the County of Middlesex, and were, in substance, laid by you before them in reference to the resolution which has been handed in by Sir John Scott Lilly?—Yes.

1044. Will you state to the Committee any observations which occur to you in reference to this plan, or to any previous one on the table of the Committee, which, in your character as chairman of the commissioners of sewers, you think it expedient to address to the Committee?—The commission has expired, therefore, strictly speaking, I am no longer chairman.

1045. The old commission having expired, there has been no meeting of the new commission at which a chairman has been elected?—According to the Act of Parliament there must be seven days' notice, and notices were only issued last Friday; I am prepared to state to the Committee, generally, the observations that occur to me; a plan was made by the direction of the late commission to show those parts of the river Fleet which are open at the present time.

1046. Does that part coloured blue in the plan on the table exhibit the parts which are still open?—Yes.

1047. How far to the north of Farringdon-street is the point at which the river Fleet is open?—Nearly at the boundary of the county and the city.

1048. Have the city authorities covered the whole of the river Fleet where it passes through their territory?—All, with the exception of about 20 yards.

1049. The Committee observe that there are certain points marked red where the streets intersect, what does that denote?—They may be called bridges or arches over the river Fleet.

1050. Mr. *Clay*.] To what point, commencing from Battle-bridge, and going on towards Farringdon-street, have the Finsbury commissioners of sewers already arched over the river Fleet?—They have arched over the river Fleet from Three-pigeon-court, which is near Ray-street.

1051. Is the Committee to understand that the plans of the commissioners of Finsbury sewers, with reference to the river Fleet, are completed from Battle-bridge to Three-pigeon-court?—Yes; the commissioners have arched it over from Three-pigeon-court up to the Hampstead-road, as far as the Regent's canal.

1052. And that portion of the line they consider permanently completed?—They do.

1053. Going southward, from the point referred to, namely, Three-pigeon-court to the city boundary, the river Fleet is principally an open sewer?—The whole length you refer to is 1,850 feet, of which 1,462 are open.

1054. The Committee observe, that, of the portion remaining open, the line is serpentine?—Yes.

1055. Would the commissioners consider it a matter of great advantage to carry the line of the river Fleet in a more direct course?—The commissioners have been most anxious, for several years past, that a new line should be formed for the river Fleet, between the two points which you have just mentioned, and they have only been waiting for an open street to be formed, through which they might make an arch for the current of the river Fleet.

1056. With reference to the plans that have been under the consideration of the Committee, for a contemplated continuation of Farringdon-street, which is the plan that, in the opinion of the commissioners, would afford the greatest convenience

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convenience for completing the line of the Fleet river as a sewer?—Bowles' plan, with the part marked blue, and delivered to the Committee this day by me, is the line, in the judgment of the commissioners, which would be the most suitable, that line, from the north-end of Farringdon-street to within a short distance of Clerkenwell-green, where it must then diverge, to the east of Saffron-hill considerably, and to the west of Turnbull-street.

1057. Would the line you have just described cross the line to which you have recently called the attention of the Committee, from the east end of Oxford-street on the same level?—That would depend upon the height of the arch to be erected over the river Fleet.

1058. The arch in the line of street from Oxford-street to Clerkenwell-green?—Yes; because from the point, at the end of Farringdon-street, it might gradually rise so as to be susceptible of being on the same level with Clerkenwell-green; or, if it was thought more desirable, it might be kept down so as to be under it; there has been a good deal of discussion upon that, and there are different opinions; my own opinion is, that an arch that would bring both streets upon a level crossing each other at right angles, and on the same level, would be the best.

1059. Would a street, in continuation of Farringdon-street, raised in the manner you describe, afford convenience in that line for the drainage of the river Fleet?—The commissioners would alter the line, or divert the river Fleet, along the line of the proposed street to within about 30 or 50 yards of the Sessions-house.

1060. If the continuation of Farringdon-street were to cross the new street from the end of Oxford-street on a level, would it not necessarily be at a very inconvenient height above the drainage of the valley of the Fleet?—I think not; because it does not signify at all what the height of the street above is if there be convenient access, or man-holes, as we call them; we have many of them in the neighbourhood of Saffron-hill that are full 20 or 30 feet below the surface.

1061. Sir *Robert Inglis*.] Describe what you mean by man-holes?—They are merely shafts into which persons descend about five and six feet below the level of the street; from the north end of Farringdon-street the commissioners would propose to carry the river Fleet sewer as far north as the level would permit, to meet the present arched sewer at or near the south end of Warner-street.

1062. How far would the ground permit you to carry the sewer in a straight line?—We should feel no difficulty upon that subject at all.

1063. How would you be able to carry it in a straight line?—I think it might be done.

1064. Supposing the proposed line of street to be continued to the Sessions-house at the point of junction between Ray-street and the Sessions-house, the sewer might continue arched in a straight line nearly north up to that point?—As near as may be.

1065. Mr. *Clay*.] Would the line now under the consideration of the Committee from the end of Farringdon-street to the south-west corner of the Sessions-house, or nearly so, be more convenient for the new line of drainage of the river Fleet than a line taken from Farringdon-street more to the eastward, and entering Clerkenwell-green at the north-eastern corner of the Sessions-house?—Abundantly more, because it would be so much nearer; the descent from the point of junction between Ray-street and Clerkenwell-green is very considerable.

1066. Sir *Robert Inglis*.] Can you state what is the actual descent from that point to the level of the river Fleet?—Thirty-three feet.

1067. In a previous answer you have stated the inclination of the ground from the western end of the Sessions-house to the level of the river Fleet, can you state to the Committee what is the difference between that level and the eastern end of the Sessions-house?—From 10 to 12 feet more.

1068. Over what lineal distance is that inclination of 33 feet distributed?—A little more than 200 feet.

1069. In other words, then, the ascent is one in seven?—More than that down the hill.

1070. Mr. *Clay*.] Then in the line proposed from Farringdon-street to the south-west corner of the Sessions-house, the river Fleet would enter the new street at a considerable depth below the level?—It would be at a considerable depth below the level of the new street.

1071. What

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1071. What would be the depth below the level of the new street at which the commissioners would propose that the new line of the river Fleet should enter?—It must be 33 feet, and supposing the new street to be taken to the north-east corner of the Sessions-house it would be from 43 to 50 feet; the expense of carrying the river Fleet so much more to the eastward would be enormous, it would cost thousands.

1072. In the line from Farringdon-street to the south-west corner of the Sessions-house, what length of cutting at the depth of 33 feet would be necessary to bring in the new line of the river Fleet?—About 200 feet.

1073. The new street for the distance of 200 feet would then be above the present level of the river Fleet?—No.

1074. Would you propose to conduct the new line of the river Fleet into the proposed new street by an open cutting, or by a tunnel?—We prefer open cutting, because we can ascertain as to the work being so much better done and more perfect; I would just mention that in other commissions we have always found tunnel-work to fail; you cannot look at what is going on under ground, or pay so much attention as you can to that above; it will appear by referring to this report of the Committee of 1836, that the communications between the Lords of the Council and the commissioners of sewers for Holborn and Finsbury, have been repeated, I believe, as many as three times; the Lords of the Council have very much wished to have this sewer of the river Fleet arched over; they have not been more desirous of it than the commissioners themselves, who for several years past they have, pursuant to a resolution that they came to 17 or 18 years ago, devoted 1,000*l.* a year towards arching it over; the correspondence is in this report, and, in addition to that, we have waited on Lord Althorp, stating the great evils that existed both as to the inconvenience of its being open, and the miasma that has prevailed in summer time to a great extent; diseases and low fevers almost always prevail there in warm weather; Lord Althorp, who was then in the administration, they applied to him, and afterwards to Sir Robert Peel, who appointed a time for us to meet him, and since then we have applied to Lord John Russell; we do not ask Government to do this; the commissioners are most ready to do it; they think they have funds to enable them; they have raised a rate of 6*d.* in the pound once in about three years; with that they have arched over the north end of Hampstead-road, besides the current repairs, and we consider that we might do all this also without increasing the rating upon the inhabitants; 6*d.* in the pound gives us the sum of 11,000*l.*; now, if this could be made nearly in a straight line, as proposed, it would very much increase the current, and would remove the evils which exist from its being open; I may mention that, within these two or three years, a mud-lark actually went down, among others; the river Fleet rose while he was there, and he was carried away; the river Fleet sometimes rises six or eight feet, and floods the neighbourhood.

1075. Sir *Matthew Wood.*] What is your opinion as to the state of the neighbourhood; is it desirable that there should be an open street there?—It is most desirable in every point of view; the property is of a very inferior description, and the inhabitants are in a state of misery and destitution; slaughter-houses, cat-gut makers, tripe-boilers and bone-strippers; it is horrible. If we were to arch over the river Fleet in an open street, we should get rid of much that is offensive, and the value of property, I should think, would be so much increased, that there would be no occasion to make additional rates.

1076. Supposing this great street to be carried into effect, in the line you have pointed out, have you any funds either as magistrates, or inhabitants, or otherwise, which you can apply to this purpose?—None whatever.—(Mr. *Hall.*) The county rate is not in the slightest degree capable of being applied to it.

1077. Sir *Robert Inglis*] In the proposed line which the commissioners of sewers would recommend, is it part of their plan to carry such sewer through an open street?—(Mr. *Mills.*) Yes.

1078. On what ground does such a preference rest?—For easy access, as well as the convenience of the inhabitants.

1079. The present sewer runs at the back of the houses?—Yes; the river Fleet was formerly navigable up to the point of the south end of Warner-street.

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1080. And of course you followed the direction of the ground, without reference to the houses which might be built upon it?—Yes.

1081. Mr. *Clay*.] When some short time since you stated to the Committee that, in your opinion, the additional expense of taking the new line of river Fleet drainage into the continuation of Farringdon-street, upon the supposition that that street went to the north-east corner of the Sessions-house, as compared with the south-west corner, would be some thousands of pounds, by what line did you suppose the new sewer for the Fleet river was to be taken?—It was upon the supposition that the river Fleet was to be carried round the north-east corner of the Sessions-house, and thereby involving a cutting from 43 to 50 feet in depth.

1082. But supposing that from the end of Ray-street, that being the point to which the new line of the Fleet drainage will, upon supposition, be taken, supposing that the Fleet sewer was to be taken along Silver-street and Turnmill-street, would the difference of expense then be so large, in your opinion?—Not so large, by any means.

1083. Would there be any considerable difference in that case between the expense of the new drainage in either line?—It might be 1,000*l.* more to bring it along Turnmill-street, than to go to the west of it.

1084. The difference of expense, connected with the new line of the Fleet drainage, would be 1,000 *l.* more, if the continuation of Farringdon-street be taken to the north-east corner of the Sessions-house, than if it be taken to the south-west corner of the Sessions-house?—Yes, it would be 1000 *l.* more.

1085. Sir *Robert Inglis*.] Do you concur in the evidence given by Mr. Mills?—(Mr. *Hall*.) Yes.

1086. Mr. M'William, do you also concur?—(Mr. *M'William*.) Yes; with the exception of the sewers, I know nothing about them.

1087. But as the general line which has been exhibited and detailed in the questions and answers which have been put and replied to by Mr. Mills, do you agree to what has been stated?—Yes; I agree to it.—(Mr. *Hall*.) Unquestionably it would be of the greatest importance to effect such a street north of Farringdon-street; it would, in my opinion, be the greatest improvement since the fire of London; it would get rid of every evil, both physical and moral.

1088. Sir *Matthew Wood*.] Was there a resolution of the late commissioners that this work should be performed in the new street at the expense of the commissioners?—(Mr. *Mills*.) There was no occasion to do it, because we considered it as a matter of course, and we have done it already for a mile and a half.

1089. In case the new street is built, the commissioners, you have no doubt, will take care that an excellent sewer will be made for the river Fleet?—I think I can undertake to say that, because it has been the ground of their three separate applications to Government; so earnest were they at the time when a sum of money was voted by the Lords of the Council, on account of the cholera which prevailed very much in this district, they applied to be allowed to set apart a portion for the purpose of sewerage.—(Mr. *Hall*.) In reference to my answer, 879, on the subject of my signing a certain conditional agreement of a conveyance to Mr. Wason, I was taken by surprise when that question was put to me; I now recollect that I did sign it—five or six commissioners were necessary to authenticate any act done; I had been in the minority in opposing it, but the number of commissioners had fallen off towards the close of the day, and five were left; I was one of them, and I signed it, ministerially, protesting against it, and declaring at the time that I should oppose its confirmation at the court; I merely acted in that way to avoid the appearance of inconsistency.

Lunæ, 26° *die Martii*, 1838.

MEMBERS PRESENT.

Sir Matthew Wood.	Mr. Clay.
Sir Edward Codrington.	Sir Robert Inglis.
Mr. George Palmer.	Mr. Hall.
Mr. Wakley.	

MR. HERRIES, IN THE CHAIR.

Mr. *Henry Rose*, called in; and Examined.

Mr. *Henry Rose.*

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1090. *Chairman.*] WHAT is your occupation?—I am an architect and surveyor.

1091. You gave evidence before a former Committee, I believe, respecting some improved communication in Southwark?—I did.

1092. Is the plan you now produce a more perfect plan of the same improvement?—This is a more perfect plan, the other is only a portion of it.

1093. Now, since the time you gave evidence on a former occasion, has it occurred to you to suggest any thing varying from what you then stated?—Yes.

1094. Have the goodness to explain in what respect you wish to add any thing to what you stated on the former occasion?—It appears to me that it is necessary to divert the traffic from Tooley-street under the dry arches of Southwark and London-bridge.

1095. Which was not provided for in the evidence or plan you submitted to the Committee in the year 1836?—The plan provided for it, but the evidence did not go far enough upon that point, for this reason, it did not occur to me at the moment the great traffic that would come over the Southwark and London-bridges, particularly the difference there would be in the traffic over Southwark-bridge, if it should be thrown open; and as a plan had since been suggested to take the traffic from Southwark-bridge and from London-bridge down into Park-street, it occurred to me that great inconvenience would arise to Southwark from so doing, my opinion being, from having a local knowledge, that the Tooley-street traffic is quite sufficient to take in Park-street, without bringing across the main approach to London-bridge, and the main approach to Southwark-bridge; and another thing I would name is, that Duke-street at present is very much crowded with carriages; the ascent from Tooley-street to the main approach to the bridge is very considerable; and by adopting this plan, carriages may be enabled to go from Tooley-street under the dry arch of London-bridge, round St. Saviour's church, and up York-street to the High-street, if they should be coming towards the Town-hall, avoiding that steep ascent. On the other hand, if they should be going towards Blackfriars-bridge they might proceed by the new street, opposite St. Saviour's church, into Park-street. That strikes me as being a very important improvement; and, if I may use the expression, would relieve Southwark. In the event of considerable traffic being brought from the city to Southwark, that would give them a free passage for carriages from the Bank; should a new street be made, Southwark-bridge being thrown open, would then give a free passage by diverting the traffic under Southwark-bridge, it would give a free passage to the new street.

1096. Explain what you mean by diverting the traffic under Southwark-bridge?—By taking the heavy traffic from Tooley-street under Southwark-bridge, it would not interfere with the traffic coming from the city to the new street.

1097. Then what you have now stated is in addition to the improvements that you suggested on a former occasion?—It is; I did not then feel it to be so important an improvement as I consider it now, inasmuch as I think the heavy traffic in Tooley-street, and New Park-street, leading to the foot of Blackfriars-bridge and the end of Stamford-street, to be quite as much as should be thrown so near the water.

1098. The same communication would likewise answer to Waterloo-bridge, by Stamford-street?—It would be a continuation.

1099. So that it would facilitate the communication from that part of the borough, in the neighbourhood of Tooley-street, not only to Blackfriars-bridge but to Waterloo-bridge, and eventually also to Westminster-bridge?—Yes.

1100. There now being a good line of communication from the point marked B

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in the map, along Stamford-street to Westminster-bridge?—It would make a complete communication from Tooley-street to Westminster-bridge, without interfering with the proposed main street.

1101. What would be the width of the street, where it passses under Southwark-bridge?—Forty feet.

1102. I see that a part of that street in the plan before the Committee is not coloured red, I presume that part is already in existence without requiring any alteration?—It is.

1103. And those parts marked red, I presume, require alteration, in order to make them of sufficient width?—Yes.

1104. Have you made any estimate of the expense?—I have.

1105. Will you be so good as so state the particulars, commencing from the point marked A in the map, beginning at Tooley-street?—The purchase of that would be 90,000*l.*

1106. The purchase of property upon it?—Yes.

1107. What return might you expect from that?—The ground-rents will produce 95,000*l.*

1108. According to your principle, it might be effected, then, without any expense at all?—No; there is a variety of contingent circumstances, so that you could not calculate upon its paying itself. I think there would be a deficiency of something like 15,000*l.*

1109. State how that would arise?—I think the old materials would produce seven-and-a-half per cent. upon the original purchase, that would be 7,000*l.*; then there is a difference of 5,000*l.* upon the ground-rents, and, no doubt, when houses were built upon that property they would fetch even more than that sum. What the contingencies may be, that is a matter of speculation; but as far as regards the terms, I am quite prepared to prove what has been done. I presume about 15,000*l.*, in addition to the surplus, will be sufficient to carry that line through.

1110. Making a total expense of 15,000*l.* for executing that improvement?—Yes, from A to B.

1111. Sir *Edward Codrington.*] Whereabouts is B?—Where it crosses the Blackfriars-road.

1112. *Chairman.*] It includes the road round St. Saviour's church, bringing back the traffic from Tooley-street, in that direction, into High-street?—It does, and would be a saving of distance of 600 feet out of 1,800; the total is 1,800 feet, and the other would be 1,200 feet.

1113. That is the distance from A to B?—Yes.

1114. The distance, by what road?—Union-streeet.

1115. You suppose that to be the distance by the present streets of communication?—Yes, from A, down St. Margaret's-hill, Union-street, crossing the Southwark Bridge-road, New-street, Guilford-street, Holland-street, to the point opposite Stamford-street; that is the usual route.

1116. Upon this plan there is projected another new line of communication to the south of that which you have just described?—Yes.

1117. From the Town-hall in the borough to Westminster-bridge?—Yes.

1118. Now if that line of communication, to which you have last adverted, should be effected, would it be necessary to have the second line nearly parallel to it also carried into execution?—I think so.

1119. Have the goodness to state upon what ground you think the intercourse between Westminster-bridge and the Borough, is sufficient to require those two lines of communication so nearly parallel one to the other?—In the event of the Southwark-bridge being thrown open, and lines of communication from the Bank and other parts of the city, brought to that point, I consider that the traffic will be very great over Southwark-bridge, and that this would be the nearest cut to Westminster, Blackfriars and Waterloo bridges.

1120. That which you have last mentioned would be the nearest?—That would be the nearest.

1121. But that has reference to Southwark-bridge only?—And to London-bridge as well; the traffic from London-bridge is very great now.

1122. But would not the traffic from London-bridge be found as conveniently to pass through the line, which you have before described in going either to Blackfriars-bridge, Waterloo-bridge, or even to Westminster-bridge?—No, I consider the lower street would be insufficient for the traffic that comes from the city.

1123. Upon what do you found that consideration; is it from any account taken of

of the traffic that passes in that direction?—The traffic in Park-street now is more than it ought to be.

1124. It is comparatively small?—Yes; and if the traffic of Tooley-street was diverted, it would be increased of course considerably, and that is the only way that I can see that the traffic of the city could be brought into it at all; the traffic of the city going westward, if brought over Southwark-bridge, must be taken down into Park-street; and if brought over London-bridge must be taken down into Park-street; I consider it would be a great annoyance to the public that lower line.

1125. Do you suppose that the traffic between London-bridge; that is to say, which passes over London-bridge from the city towards either Blackfriars-bridge, or Westminster or Waterloo bridges, would be sufficient to require this double line of communication, supposing that the communications between the east and west of the metropolis, north of the Thames, were also materially improved?—I think so, and there is another reason; the terminus of the Greenwich Railway will in all probability be the terminus of several other railways; I believe there is some idea of bringing the Croydon Railway to that same point, and I consider that the traffic at the foot of London-bridge would be very greatly increased from that circumstance.

1126. You consider that the traffic will be thereby considerably increased from Westminster-bridge, Blackfriars-bridge and Waterloo-bridge to that point?—Yes.

1127. Requiring in your opinion those two lines of communication to afford a sufficient accommodation to the public?—Yes; and independent of that you will allow me to state, that a good street is very much wanted in Southwark, and and if a street was formed from those points, I am quite satisfied that it would become one of the first streets in the metropolis; I mean as a business street.

1128. You are now adverting to the proposed street from Westminster-bridge to the Town-hall?—Yes.

1129. What is the width that you propose to make that street?—It was originally intended to be 90 feet, but a question arose as to whether it was to be 70 or 90; it became a matter of consideration, and I am inclined to think that the medium of 80 feet is the best.

1130. Have you made any estimate of the expense of forming that line of communication?—I have made an estimate from the Town-hall to the junction of the street proposed from St. George's church to Stamford-street.

1131. From the Town-hall to that point at which the proposed communication from St. George's church to Stamford-street intersects it?—Yes.

1132. Have the goodness to state the particulars of that estimate?—May I state the reason why it does not go any further?

1133. Yes?—That is the extent of the projected improvement in the first instance; but on submitting this plan to an honourable Member he threw out a suggestion, and looked at it perhaps in a more extensive way than I ever ventured to do; he looked at it as a national improvement, and not in the way in which I had considered it; in the first instance, as a local improvement, he threw out the suggestion of continuing the line from the Town-hall to Westminster-bridge, and on this suggestion being thrown out to the gentleman by whom I have been employed in this matter, they saw the propriety of so doing it; and, therefore, the line is extended as I have shown, and that accounts for my calculation going no further than the line which I have pointed out.

1134. Now have the goodness to state to the Committee the particulars of the calculation which you have formed?—From the Town-hall to the junction with the cross street, the purchase of property will be 120,000*l.*; the ground rents from the same point will produce 150,000*l.*, which gives a surplus of 30,000*l.*; and I think there will be a deficiency probably in that line of 20,000*l.*, but certainly not more.

1135. Thirty thousand pounds by your estimate will be the surplus, and that sum, together with 20,000*l.* more, will be absorbed in contingencies?—And 9,000*l.* which the materials would fetch, would make it near 60,000*l.*, which would be ample to do the whole of it.

1136. You consider the ultimate expense of doing it will be 20,000*l.*?—The total loss upon it would be 20,000*l.*

1137. Now, have you since that time formed any exact estimate, or are you at present

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present competent to state any general estimate of the expense of completing the road from that point to Westminster-bridge?—I have gone over it casually, but I have not accurately, into it, and compared it with this part that I have valued, and I find that it goes through property of much less value, indeed a great portion of it is not built upon at all; I am quite satisfied that upon the whole line there cannot be a loss, including the 20,000*l.* of more than 50,000*l.* altogether.

1138. That is to say, upon the whole communication between the Town-hall and Westminster-bridge as projected by you, that the total loss would not exceed 50,000*l.*?—I am quite satisfied it would not.

1139. Sir *Matthew Wood.*] Do not you think that a line drawn from Castle-street to Union-street avoiding altogether this large improvement, communicating with Stamford-street would be considerably less expensive?—If you take it into Castle-street, I think the expense would be considerably increased; Union-street and Charlotte-street are already much too narrow for the present traffic; but when increased traffic is brought to those points, I should say they would be very insufficient.

1140. *Chairman.*] Are you of opinion, then, that it would be more economical to form a new communication, passing in a great measure over ground that is not at present built upon, than to enlarge Union-street and Charlotte-street by the destruction of valuable property which now exists there?—Decidedly so; and I will undertake to say, that it could not be done for three times the amount.

1141. Sir *Matthew Wood.*] Do you think it necessary to have so wide a street as 80 feet in that line?—Yes, the traffic of the foot passengers only will be very much increased from the circumstance of the terminus of the railway; and if the foot-paths are not of considerable width, there will be great difficulty.

1142. What is the present width of the street from the Surrey-road to Lambeth Marsh-gate?—It varies very much; in some parts it may be 50 feet, in other parts 60.

1143. From house to house?—Yes, that has happened from not being confined to any particular elevation, the street is built in a very irregular way, and in fact, part of it has become a market; and it is not that sort of communication that we consider Southwark entitled to, or rather that we would wish to have; the object would be to make a handsome street, and build it in a uniform way, to make a street of business as well as of public convenience, with a wide foot-path, and a good spacious road.

1144. Will you tell us how much per foot you have laid out in the street, which you now tell us should be 80 feet; what price you have put upon the ground-rent?—The average, I should say, is 25*s.* I know some of it would let for two guineas. I could let, I might say, one-third of the road; if it was opened immediately, one-third of it would be taken, and a great deal of it would fetch more than that. There may be some parts of the thoroughfare of Lambeth that might not fetch so much; but I know that the part near the Town-hall and the neighbourhood of Guildford-street, all that part would let for considerably more.

1145. You say that your calculation is 25*s.* on the average?—Yes.

1146. Does that produce the amount which you have mentioned?—It does; I have taken that street as being a good street, and I am supposing that the property would fetch 30 years' purchase.

1147. Sir *Edward Codrington.*] What width do you give to the street, and what width to the foot-path?—Fifteen feet to each foot-path, making 30 for the two, and 50 for the road.

1148. *Chairman.*] Upon this plan there appears to be a projected line of communication from St. George's church to the end of Stamford-street?—Yes.

1149. Are you of opinion, in addition to the two lines, upon which you have just now given evidence, that that would also be a great convenience to the trade and the communication of the borough?—That would be a great public convenience.

1150. But that has reference only to the traffic from Blackfriar's-bridge into the Kent-road?—That is all. I was going to observe, that that line does not appear to me to be so important as it did when it was first laid down.

1151. What is the reason of your change of opinion in that respect?—From the effect that the Greenwich Railway has had upon the traffic of the Kent-road; there is not one-third of the traffic of carriages from Greenwich to London that there was at that time.

1152. Is that an ascertained fact?—That is an ascertained fact, and it will be in evidence before you, I have no doubt.

1153. You do not continue of opinion, therefore, that the line of communication, to which I am now adverting, is of very material importance?—I considered it, in the first instance, of more importance than I do now; I consider that this new line is of far more importance as a line from the Town-hall to Westminster-bridge, the traffic, as it falls off from the Greenwich-road, appears to increase at the terminus of the Greenwich Railway.

[SIR MATTHEW WOOD, IN THE CHAIR.]

1154. *Chairman.*] What is the width of the High-street in the borough?—About 60 feet.

1155. Then why do you wish to have so very wide a street, when the borough has so many other streets leading into it?—The borough is now known to be insufficient in width, and if it could be increased half as much more, it would be better.

1156. What is the exact length of this line which you estimate at 120,000 *l.*,; it goes up, you say, Castle-street, and where does it stop?—It stops at the line from St. George's church Stamford-street.

1157. Then at what do you estimate the other part, at the top of St. Margaret's-hill?—That is part of the 120,000 *l.*

1158. What was the other estimate beyond that?—Of the same line?

1159. Yes?—I have not made an estimate on the same line. It is in evidence that I consider that an additional 30,000 *l.* to the 20,000 *l.* loss upon this would complete the whole.

1160. Mr. *George Palmer.*] Do you know whether this ground is freehold or copyhold?—Part is freehold and part is copyhold.

1161. Is it church property, or private property?—Part of it is church property.

1162. Mr. *Hall.*] What is the nature of the copyhold?—Part of that near the Town-hall is freehold.

1163. Mr. *George Palmer.*] Part of it is freehold, and part under the Bishop of Winchester; of that ground you have not made any estimate, but merely given a guess, that is all?—Yes.

1164. Crossing Victoria-street, as you call it, to Westminster-bridge, passes, I think you said, through ground not much built upon?—Not much.

1165. And that ground, of course, would be valued, as you said, at a much lower rate?—Yes.

1166. Is part of that freehold and part copyhold?—I have not ascertained; but I have no doubt that it is.

1167. What number of years' purchase have you put upon freehold and upon the copyhold in that situation?—I have taken the value of the freehold property in this manner; by ascertaining the rack rent of the property, and allowing 20 years' purchase upon it, will give me the value near enough for general purposes; some is worth more, and some less.

1168. In what way have you valued the uncovered ground?—The value depends upon so many contingencies; some may be worth 20 years' purchase, and some 30 years'; it depends in a great measure upon how it is situated; a piece of ground that is attached to other property, in some cases is extremely valuable, and sometimes would cost as much as that which is really built upon.

1169. Mr. *Hall.*] When you speak of copyhold, do you mean copyhold under the court roll of the lord of the manor; or that it is church property held under the Bishop of Winchester and Chapter?—Part of it is church property held under the Bishop of Winchester, and part of it is in Christ church; I believe it is held under the manor of Parish Garden.

1170. What is the tenure?—It is equally freehold.

1171. Is it gavelkind?—I cannot say.

1172. Is it land held under court roll, and renewable at a fixed fine?—Yes, part is under a small fine.

1173. A fixed fine?—Part of it is held in that way, and part of it is not under fine, but a year's improved rent, or something of that sort.

1174. And in your calculation you have taken all those points into consideration, both as regards that which is held under copyhold, court roll, by fixed fines renewable, and that which is held in some degree by discretion of the law?—Yes.

 1175. *Chairman.*]

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1175. *Chairman.*] Have you any observation to make upon the foot-bridge, from Hungerford-market to Lambeth?—No.

1176. Sir *Robert Inglis.*] Not having been present in the earlier part of your examination, I wish you to state, if you have not already done so, what is the distance from the point of intersection between Parliament-street and Bridge-street, Westminster, by Charing Cross, the Strand, Fleet-street, Ludgate-hill, St. Paul's Church-yard, to the point of intersection of Gracechurch-street and Leadenhall-street?—Nearly three miles.

1177. From the same point at the west end of Bridge-street, Westminster, what is the distance by the York-road, Stamford-street, thence by the nearest line into High-street, Borough, or Wellington-street, over London-bridge, to the same point of intersection, of Gracechurch-street and Leadenhall-street, presuming that to be the nearest line which now exists on the south side of the river?—My distances have been taken not from the point mentioned but from the centre of Westminster-bridge going to the north of the river, and from the same point going to the south of the river; in both instances from the centre of Westminister-bridge to the centre of London-bridge.

1178. What is the distance then by the north of the river?—Three miles.

1179. What is the distance from the angle of the Bank down King William-street, and over London-bridge to the south of the river to the centre of Westminster-bridge, passing along the new line of projected improvement?—I am not able to give a precise answer to that question.

1180. In order to enable the Committee to see the saving of distance which your projected plan would give between the nearest of the existing lines on the south of the river, and the great line on the north of the river, on the one hand, and your projected line on the other hand; will you prepare and lay before the Committee a statement in linear distance of those three ways respectively?—I will do so.

1181. Generally speaking, you have stated that the difference of distance between the existing line of communication from the centre of Westminster-bridge, following the north line, to the centre of London-bridge, as compared with the interval between the same termini by your proposed line, is one mile and a quarter out of three miles?—That is the difference; it is a mile and a quarter nearer.

1182. It being only a mile and three quarters south, whereas it is three miles to the north?—Yes.

Mercurii, 28° die Martii, 1838.

MEMBERS PRESENT.

Viscount Lowther.	Mr. Shaw Lefevre.
Sir Robert Inglis.	Mr. George Palmer.
Mr. Clay.	Mr. Hall.
Mr. Barnard.	Mr. Pendarves.
Admiral Codrington.	

SIR MATTHEW WOOD, IN THE CHAIR.

Mr. *Thomas March Nelson,* again called in; and further Examined.

Mr. *T. M. Nelson.*

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1183. *Chairman.*] HAVE you any thing to add to your former evidence?—Nothing, except opening the communication with Covent Garden-market from Leiceter-square.

1184. Is it an alteration or an addition?—In my former evidence, I described the line, making a new street to St. Martin's-lane to the end of Charlotte-street, Bloomsbury; I gave two estimates, one for taking down both sides of Great St. Andrew's-street, and one for only taking down one side, with a branch to Tottenham Court-road; and, to complete that improvement, I propose that a communication should be opened from Leicester-square to the west end of King-street, Covent Garden, by improvimg Bear-street, crossing Castle-street, and widening St. Martin's court, crossing St. Martin's-lane, and taking down the north side of New-street.

1185. Will

1185. Will you now put in the estimates?—The estimate of the purchases of property and compensation of trades will amount to 125,210 *l.*

1186. For this branch?—Yes, the cost of roads and sewers will be 3,664 *l.* 2 *s.*, ten per cent. for contingencies, will be 12,887 *l.* 8 *s.*, making a total outlay of 141,761 *l.* 10 *s.*, and the sale of the freehold ground-rents, presuming they would return two guineas per foot, will amount to 63,630 *l.*, which will make the net cost 78,131 *l.* 10 *s.*

1187. Sir *Robert Inglis.*] Assuming that the great object of the proposed improvement is to facilitate the access to Covent Garden-market, will you, in the first instance, tell the Committee what is the distance between the west point of King-street and the centre of the market; and in the next will you state to the Committee what is the distance to be traversed by a market cart in its present access to Covent Garden-market from the west end of London, from the north point of the Haymarket to the same point in Covent Garden-market?—I will furnish it to the Committee.

1188. *Chairman.*] Do you propose, by this new street you have suggested to-day, to do away with the former one?—No, certainly not.

1189. Then is this street meant entirely for the accommodation of Covent Garden-market?—For the accommodation of Covent Garden-market as well as the great traffic of Lincoln's-Inn-fields, which now passes through St. Martin's-court.

1190. Do you recommend the carrying of a public street through Covent Garden-market, having one very near a communication with Long Acre?—I think unless a new approach were made to Covent Garden-market, there would always be a great confusion at the access which is proposed to be formed at Long Acre with a new street at Leicester-square.

1191. There being so many streets, such as James-street and others, leading to the market, would you advise the laying out of 68,000 *l.* for a mere branch into Covent Garden?—I think it very advisable so to do; if the Committee have ever been in the neighbourhood of Covent Garden on a market morning before 12 o'clock, they will know that it is hardly possible to get an access through the present streets, by means of the immense number of market-carts which are going and returning from the market.

1192. Is that not occasioned by want of an opening into Leicester-fields, by which all the carts from the westward are obliged to go round by Chandos-street?—A great number go round by Chandos-street; but a great portion go through Lisle-street; it is also a great thoroughfare to the theatres, and one of the largest foot-passenger thoroughfares in the metropolis.

1193. Will you show to the Committee now the whole of your plans of improvement from Coventry-street into Leicester-square?—I have only one plan, which I have just explained to the Committee. With respect to the improvement from Coventry-street to Long Acre, I entirely concur with Mr. Pennethorne's plan, with the addition of forming a circus at the end of Long Acre and St. Martin's-lane, as I explained in my evidence of a former day.

1194. Sir *Robert Inglis.*] Would you recommend carrying your proposed line of communication from Coventry-street to Long Acre, through Sydney's-alley, enlarged for the purpose, or would you propose to carry that communication to the south of Sydney's-alley, by pulling down two or three houses in Leicester-square?—I have not considered the details of the proposed line; but I should consider that a sufficiently wide approach might be made by taking down the houses on the south side of Sydney's-alley.

1195. *Chairman.*] Have you any other plan or remark to make to the Committee on the subject of the opening of Oxford-street to Holborn by St. Giles's?—The plan I recommend to the Committee for that part, is to continue Oxford-street to the south of Bedford chapel; there will not only be a great local improvement, but it will form a continuation from the commencement of the great eastern thoroughfare in continuation of Oxford-street, which I have before explained to the Committee.

1196. Where do you then come into Holborn?—I do not come into Holborn at all.

1197. Sir *Robert Inglis.*] You make a street parallel, in a considerable degree, to Holborn, with a view to relieve proportionately the passage of Holborn from the traffic which at present encumbers it, and which is directed, not to Holborn itself only, but into places beyond?—Exactly so.

1198. The eastern and western roads of the metropolis?—Certainly.

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1199. You were asked to furnish the Committee with a statement of the distance from the point at the Haymarket to Covent Garden-market, by the present and by the proposed communications respectively; will you furnish to the Committee, at the same time, a statement of the distance from the north-east point of Leicester-square to the west point of New-street, by your proposed line of circus of Long Acre and down St. Martin's-lane, on the one hand, and from the same north-east point of Leicester-square to the same west end of New-street, by your last proposed plan?—I will furnish it to the Committee.

Mr. *Richard Lambert Jones*, again called in; and further Examined.

Mr. *R. L. Jones.*

1200. *Chairman.*] HAVE you looked over the proposed plans from Coventry-street into Leicester-fields?—Yes, I have.

1201. Will you state to the Committee the line you recommend?—Here is a plan put in by Mr. Pennethorne, which comes pretty near, but still it is not the line that I should recommend to be adopted; it is a very expensive one. The line I should recommend to be adopted would be, to take two houses down on the east side of Whitcomb-street, through to Leicester-square, and thence across Leicester-square, without touching any houses in Leicester-square, to Cranbourn-alley, and, taking the south side of Cranbourn-alley, into Castle-street. Then, this plan which I hold in my hand describes a straight line across into St. Martin's-lane in a diagonal direction, which I think will be a very expensive one; and I think the public might obtain nearly equal convenience at much less expense, and that is, by diverging the line from Castle-street a little more northward, to come into Great Newport-street, which, by taking down about four houses on the east side of Castle-street, and three houses on the south side of Great Newport-street, would make a very easy curve; and then it would be in the direct line of Long Acre, and also would ease the line much more conveniently, and then widening the lower end of Little St. Martin's-lane.

1202. Viscount *Lowther.*] Which side of Cranbourn-alley would you take?—The south side, and a small portion of the north side, the side of the Alley next Castle-street.

1203. Why do not you go in a straight line from the east end of Cranbourn-alley to Newport-street?—The whole of that is covered; the reason why I do not adopt that is, that it would require 100 feet on the east side of Castle-street, and 110 feet on the west side of St. Martin's-lane, which happens to be very valuable property; Old Slaughter's Coffee-house, and a new pawnbroker's shop, and another house, a surgeon's, which would also be very expensive. It would be almost double what the other line would be. It would certainly be a more direct line, but more expensive; and by taking that line, it rather bearing on the south end of St. Martin's-lane, it would lead to taking a portion of the west end of Long Acre.

1204. To the entrance of Cranbourn-alley is there space enough, without taking down the coffee-house at the corner of Bear-street?—You avoid that.

1205. What distance is there from the coffee-house to the Panorama?—The only answer I can give to that question is, that it is very near as wide as it is now in St. Martin's-lane, opposite New-street to the opposite side of the court: the point would be just the same width at the end of Long Acre as it is now; the acute angle from the corner of Bear-street to the Panorama is as near as possible the same width as to the west end of Long Acre.

1206. Are you going on with the details of your estimate?—Yes; I should say the expense from Coventry-street to St. Martin's-lane, upon this plan, would be about 60,000*l.*

1207. *Chairman.*] Then from Coventry-street to St. Martin's-lane the cost of the line you have given in evidence would be 60,000*l.*?—Yes.

1208. Is there any deduction for ground-rent?—I have allowed 8,000*l.* for the deduction; the total estimate is 68,000*l.*, and I think there will be a return of 8,000*l.*

1209. Will you go on with the line from Long Acre?—I have not touched Long Acre at all, leaving Long Acre as it exists now; if you wish to widen Little St. Martin's-lane, I should say that will be all that would be required to make a good avenue up to Broad-street, St. Giles's.

1210. Have you looked over the plan for making a street from St. Martin's-lane to St. Giles's?—Yes, I have; the same plan, No. 2, has got that laid down.

1211. Do

1211. Do you approve of that plan?—In part; it is the lower part of St. Martin's-lane, I think from the corner of Great Newport-street up to the south end of Great St. Andrew's-street is all that is required to be effected, until you get up beyond Great St. Andrew's-street to the end of King-street into St. Giles's.

1212. Viscount *Lowther.*] What is the width?—Thirty-five feet.

1213. What do you estimate the expense of that?—I should say that the expense of widening St. Martin's-lane would be about 16,000*l.*

1214. Mr. *Barnard.*] On the east or west side?—On the west side.

1215. Viscount *Lowther.*] Bringing it to a straight line?—Yes, straight to Great St. Andrew's-street.

1216. Mr. *Barnard.*] Are any of those houses to be taken down between King-street and Monmouth-street?—There is a block of houses which would be greatly improved if that was taken away.

1217. Nothing in King-street?—Yes, three or four houses.

1218. And you say 16,000*l.* is all?—Yes, in St. Martin's-lane.

1219. Viscount *Lowther.*] What are the improvements from Oxford-street to Phœnix-street?—From the end of Oxford-street to Charlotte-street, the corner of Bedford chapel, I should recommend a straight line from those two points, which would be the means of destroying a vast quantity of houses which are full of the very worst description of people.

1220. *Chairman.*] Is that the line, as drawn from the report of 1830?—It has been varied a little; that line comes into St. Giles's; with great submission, I stated, before I objected to that line, as not relieving Holborn, or the traffic from east to west, which a line of this description would, bringing it lower down in Holborn, and much less expensive.

1221. Viscount *Lowther.*] What is the estimate?—Fifty thousand pounds.

1222. When you get to Charlotte-street do you propose any alteration?—When I get to Charlotte-street we carry the line eastward; I should recommend to widen Thorney-street and Castle-street into Hart-street, which is a very good street itself now; I then go along Hart-street, and go down Bury-place or Market-street, and thence into Lyon-street, taking down the east side of Lyon-street, and three houses in Holborn.

1223. Is Southampton-street a thoroughfare?—A further improvement might be made before you get to Lyon-street; by going along Silver-street, and taking only one house down in Southampton-street, that would bring you down into the wide part of Holborn; it would give another avenue to come into the same line.

1224. Mr. *Barnard.*] Do you take any houses down on the west side of Southampton-street?—Only one which then opens into Market-street.

1225. Do you cut on the west side of Lyon-street, or the east?—On the east, taking three houses down in Holborn, that is the end of that point, the cost of which I calculate of the whole from the end of Oxford-street to Lyon-street, would be 53,000*l.*, including what I think would be the returns of that.

1226. Sir *Robert Inglis.*] In the plan before the Committee, the line from the south end of Tottenham Court-road towards the Seven Dials, marking the proposed improvement, is drawn nearly straight, would not a considerable saving be made by accommodating that line somewhat more to the existing houses, and would not a great difficulty be also avoided by carrying such line further to the south of St. Giles's church-yard than it is carried in the plan now on the table?—I have not examined that plan with any minuteness to enable me to answer your question in the way in which perhaps I ought to do; but if I may be allowed to express my opinion, I think many of those cross streets which are proposed from north to south, whicht his line embraces, might be done at a much less expense, and the public almost have the required convenience, because my opinion is, that, on all those streets from north to south, except where the seat of commerce is fixed, the City or the Government and the Parliament Houses, there does not require wide streets to be made, but to thread as nearly as possible you can through the existing avenues, to make them wider wherever they come nearly in a line with the proposed improvements.

1227. Mr. *Clay.*] Referring to the plan now before the Committee, have you considered whether it might not be desirable to bring the line of communication from the top of St. Martin's-lane and the communication from the top of Bow-street into the same terminus in Broad-street, St. Giles's, at the bottom of Plumtree-street?—I have, and I consider it may be brought easily into one

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one line so as to enter George-street, which would require to be widened, both lines would there be brought very conveniently by widening George-street, and taking about three or four houses down in Broad-street on the north side, which would lead up to Charlotte-street; I should then recommend that the whole improvement which at present would be required from the north end of Bow-street would be to take down three houses on the north side of Long Acre, the corner of Hanover-street, and three houses on the east side of Hanover-street; I then continue that line which now exists up Old Belton-street to New Belton-street, and take the row of houses from the corner of Vinegar-yard into St. Giles's.

1228. Would you not also remove that block of houses which now stands out in Broadway, St. Giles's, at the end of New Belton-street?—I should recommend that to be removed; it would be a great convenience to the public, both the avenues, the avenue down Belton-street and Great St. Andrew's-street.

1229. Then you prefer to make the opening from the end of Charlotte-street and Broad-street, St. Giles's, by widening George-street, rather than by widening Plumtree-street?—Yes.

1230. State your reasons for that?—Because the widening of George-street would lead to bringing the entrance of that street almost to the entrance of both those openings, one leading down Great St. Andrew's-street, and the other down New Belton-street, whereas the Plumtree-street opening would be so much further to the east, and less convenient; and in addition to which, the George-street improvement might be done at half the expense of the other.

1231. *Chairman.*] How do you leave St. Giles's church?—I do not touch it at all.

1232. Sir *Robert Inglis.*] Will you look at the plan now on the table, and state to the Committee whether you do consider the line drawn from the Seven Dials to the Tottenham Court-road, without being cut direct, might be very conveniently drawn through White Lyon-street, passing to the south of the church-yard of St. Giles's, and throwing that church open?—I think it would lead to the destruction of a great deal of property without any great advantage; if you look to the end of Tottenham Court-road you might find a much cheaper line, to go down Crown-street, and thence through West-street into Little St. Martin's-lane, without taking scarcely any property.

1233. Have you examined Little Crown-street, and can you state to the Committee that the width of Crown-street is at all adequate to the relief of the traffic which may be expected to pass through Tottenham Court-road down to St. Martin's-lane?—The upper end of Crown-street would require widening; but the line from Great Lyon-street would be a diagonal line to the end of Tottenham Court-road, which would lead to a vast destruction of property.

1234. *Chairman.*] Could you not open the church by a new street into your large street that comes from Oxford-street?—It might lead to that, but it never would be worth the consideration of the expense created for public convenience; it might be for local convenience; you might terminate the street from White Lyon-street at St. Giles's church, and, for local improvement, you might carry it still further, by making a street northward into the proposed new street at Oxford-street.

1235. Sir *Robert Inglis.*] Have you, in the course of the survey of the property respecting which you have been giving your evidence lately, acquired such information as you can communicate to the Committee in respect to the extent and character of the population which these improvements would dispossess, particularly in reference to that part of the improvement between the east end of Oxford-street and Charlotte-street?—My answer is, that I have visited many abodes of wretchedness in various parts of London, but I never met with any thing equal to it, or to be compared with it, from the end of Oxford-street to Phœnix-street, at the south end of Bedford chapel; I have found, in small houses of not more than 10 feet square, 40 people living, from the cellars up to the attics; I never met with such a scene of misery in my life; I could not possibly have believed it, and yet I was informed that it was a great deal better than it used to be.

1236. Mr. *Hall.*] There are a vast number of lodging-houses?—All lodging-houses; what public-houses there are let out lodgings; I was informed, that people made (what I could scarcely believe) from 15*s.* to 20*s.* a week for houses of two or three rooms.

1237. Mr. *Shaw Lefevre.*] Is the population of that neighbourhood chiefly Irish?—It is.

1238. *Chairman.*]

1238. *Chairman.*] Is it worse than the neighbourhood of Saffron-hill and Field-lane?—Yes, considerably worse. Mr. *R. L. Jones.*

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1239. Have you looked at any one of the other places under consideration, the one towards the Tower, referring to the great map now on the walls of the Committee-room, with the lines drawn by Mr. Nelson?—I have merely looked at the general line of improvement, I have not gone at all into particulars; the general line of improvement is very well laid out; the plan laid down by Mr. Nelson, on Horwood's map, contains the line of improvement from Hart-street, thence along Theobald's-road, King's-road, Liquorpond-street to Back-hill, thence to Clerkenwell Sessions-house, falling in with the proposed street which is to enter into Farringdon-street, and going on northward across St. John's-street, Wilderness-row, and on to Old-street, which would relieve all the northern and eastern side of London very materially, on to Shoreditch church; there is a line also laid down from Whitechapel church to Finsbury-square, which would also be a great improvement to the public by relieving Whitechapel and Aldgate and Leadenhall-street, and all those parts which are so much crowded now.

1240. Mr. *Clay.*] Have you seen a line also laid down by Mr. Nelson from the south-east corner of St. Paul's churchyard along Distaff-lane, Basing-lane, Little St. Thomas Apostle, into Cannon-street, Great Eastcheap and Little Eastcheap, to Tower-hill?—Yes, I have.

1241. Do you think it would be materially useful in relieving Cheapside and Cornhill from the traffic of heavy goods from the docks and the water side up to the west end of the town?—If the postern on Tower-hill was removed, it certainly would.

Lunæ, 2° die Aprilis, 1838.

MEMBERS PRESENT.

Mr. Barnard.	Mr. George Palmer.
Lord Lowther.	Mr. Hall.
Sir Robert Inglis.	Admiral Codrington.

MR. CLAY, IN THE CHAIR.

Mr. *Thomas Ashton*, Mr. *Charles Rich*, Mr. *George Starkins Wallis*, called in; and Examined.

1242. *Chairman.*] (To Mr. *Ashton.*) I BELIEVE that you are deputed by the trustees under a local Act of the parish of Whitechapel to wait on the Committee?—Yes. Mr. *T. Ashton*, Mr. *C. Rich* and Mr. *G. S. Wallis.*

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1243. The trustees of paving?—No, the trustees under a local Act for the poor, and for lighting and cleansing the parish of St. Mary, Whitechapel.

1244. That body have, at the request of the vestry of the parish, had under their consideration the improvements which it is the general wish of the inhabitants of the parish to bring under the consideration of this Committee?—Yes.

1245. Are you prepared to state to the Committee those improvements which, to the trustees and to the parishioners of Whitechapel generally, would appear to be most required in that immediate neighbourhood?—I have a small draft here of the improvements which they think desirable and necessary for the purpose.

1246. Will you put in the plan?—This is a small draft of the plan. [*Handing a small Plan to the Committee.*]

1247. Of the improvements which you consider desirable in the neighbourhood of Whitechapel, which is the improvement to which you would first direct the attention of the Committee?—From the north end of Red Lion-street, taking down the west side in Whitechapel, through Lemon-street, the whole width of Lemon-street, to make Red Lion-street the width of Lemon-street, to make White Lion-street the same width as Lemon-street, by taking the west side. Then it is proposed to continue the same line across to Rosemary-lane, down to East Smithfield, taking down, for that purpose, the east side of Dock-street.

Mr. *T. Ashton*, Mr. *C. Rich* and Mr. *G. S. Wallis*.

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1248. Will you state to the Committee the present width of Lemon-street?—Fifty-five feet five inches from house to house, both carriage and footways.

1249. Do you consider that would be a sufficient width for the line of communication you propose?—I think so.

1250. What is the length of Red Lion-street from the north end of Lemon-street into Whitechapel?—I cannot tell, I have only taken the width of it; the width is 30 feet.

1251. How many houses would it be necessary to take down in Red Lion-street for the improved communication you propose?—Sixteen.

1252. Those are the houses standing on the entire of the west side of Red Lion-street?—Yes.

1253. Can you furnish the Committee with any estimate of the general value of the houses so to be taken down?—The only estimate that I am enabled to give is the rental of the houses as rack-rated to the parish.

1254. State to the Committee the present rental?—The gross rental of the whole, as now standing on the parish books, is 657*l.*

1255. Of course, when those houses are taken down the value of the new line of frontage formed upon the improved street would be to be set against the cost of taking down the houses you have referred to?—Most assuredly.

1256. In your opinion would the new line of frontage so formed in the improved street be of considerable value?—Unquestionably, of very considerable value.

1257. What is the present width of White Lion-street at the southern extremity of Lemon-street?—Twenty-one feet six inches.

1258. Does that comprehend the carriage and the footway?—Yes.

1259. How many houses on the western side of White Lion-street would it be necessary to take down?—Ten.

1260. Can you furnish the Committee with the sums at which those houses are now rated in the parish books?—Two hundred and twenty-eight pounds.

1261. Are there any houses in addition which it will be necessary to take down in Rosemary-lane?—There would be three on the north side; and the south side I have not taken, but I think about four would be required.

1262. Can you furnish the Committee with the annual value, from the parish books, of those houses in Rosemary-lane?—As far as regards the three on the north side, I can; it is 78*l.*; and the four on the south side would be in the same proportionate value.

1263. What is the present width of Dock-street?—At the north end 16 feet 10, and at the south end 14 feet 11.

1264. You propose to widen Dock-street by taking down the eastern side?—Yes.

1265. How many houses would it be necessary to take down?—Twenty-five.

1266. Can you equally furnish the Committee with the value from the parish books of those houses?—About 847*l.*

1267. The improvements you have pointed out to the Committee would complete a line of communication of the same width as Lemon-street, entirely from the docks into Whitechapel?—Yes.

1268. That, in your opinion, would be a line of communication of very great value to the inhabitants of that neighbourhood?—I think so, most decidedly.

1269. Is there much traffic at present passes northward into Whitechapel, in the neighbourhood of the docks, by the line you have mentioned?—There is; they come by Wells-street.

1270. Would that traffic be greatly increased by the line of communication you have proposed to the Committee?—I should suppose it would, materially.

1271. What is the next improvement in the neighbourhood of Whitechapel, to which you wish to call the attention of the Committee?—The next improvement was to form a new street from the north side of Whitechapel, opposite to the end of Red Lion-street, to continue into the new street, which, we understand, it is proposed to form from Whitechapel church to the end of Sun-street, Bishopsgate.

1272. Thus completing the direct line of communication from the docks into that new street, and thus to the north-west part of the town?—Yes.

1273. Can you furnish the Committee with the number of the houses which it is necessary to take down for the street you have now proposed, and what is the value of such houses?—I am not able to inform the Committee, but the property is of very low description.

1274. Do you know what would be the length of it?—That has quite escaped me.

Mr. *T. Ashton*, Mr. *C. Rich* and Mr. *G. S. Wallis*.

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1275. It would appear, on the plan that you have laid before the Committee, that the short junction between the line from Whitechapel church to Sun-street, Bishopsgate, and Whitechapel, would be about the length of Red Lion-street?—It would.

1276. Is this sketch, which you have given to the Committee, drawn upon any calculation or plan of real distances?—No; it is merely drawn to show the locality.

1277. It would appear to be so, by referring to Horwood's large plan, now before the Committee?—Yes.

1278. Is there any other improvement in that neighbourhood to which you wish to direct the attention of the Committee?—We wish to direct the attention of the Committee to making a street from the west end of Great Prescott-street into the Minories, by widening Goodman's-yard.

1279. Can you state to the Committee the present state of Goodman's-yard, and the value of the property on either side of it?—The width of Goodman's-yard, at the Prescott-street end, is 25 feet 4 inches, and the entrance into the Minories is only 10 feet 11.

1280. Is there at present any considerable amount of traffic passing into the Minories, through the narrow passage you have described, from Goodman's-yard?—Yes, there is; in consequence of the narrowness of Swan-street, the only other communication between Goodman's-yard and Whitechapel into the Minories, carts are obliged frequently to go through Goodman's-yard; and if they were to meet any other coming down through the same street, it would be very dangerous.

1281. Supposing there be occasion to take a loaded waggon from Great Prescott-street into the Minories, or to John-street, or to Crutched Friars, and that the narrow avenues of Goodman's-yard and Swan-street are stopped, what is the length of the distance, by Whitechapel, which the waggon would have to go?—The precise length I cannot describe, but I should suppose it would be three quarters of a mile.

1282. Can you give the Committee any estimate of the value of the property that would be required to be taken down and widen Goodman's-yard?—It would require 10 houses in Whitechapel parish, the rental of which is about 222*l.*, and the property in the city of London, I should say, would be about the same value; that is, three houses in the Minories, and a warehouse behind, to make the necessary width.

1283. Have you any other improvement to suggest to the Committee?—The only other improvement I have been directed to suggest to the Committee was to remove the houses on the south side of the Commercial-road, commencing at the eastern corner of Church-lane, in a line to the corner of Little Ayliff-street and Lambeth-street.

1284. Can you give to the Committee any estimate of the value of the property that would be necessary to be taken down to effect that improvement?—The property is rated in the parish books at an annual rental of about 1,378*l.*

1285. Among the houses so to be taken down, is not the present proof-house of the Gun-makers' Company comprehended?—Yes.

1286. Is it not desirable to remove the proof-house on account of the danger which the noise of the proof occasions by alarming horses?—I can scarcely give an answer on the subject, being a member of the Gun-makers' Company, and I know it would be very difficult to find another situation equally convenient, on account of the locality.

1287. Supposing that a situation equally convenient could be found, would it not be desirable to remove from the site of so great a thoroughfare an operation which must of necessity occasionally alarm horses?—It would, most decidedly, as regards that, provided a situation equally eligible in point of locality could be found.

1288. Supposing the Commercial-road to be widened in the mode you have now suggested to the Committee, would it not then be desirable to widen the northern part of Church-lane, Whitechapel?—It would be a very desirable thing, forming a continuation of the communication from Sun-street to Whitechapel church, removing also a small block of houses called Spectacle-alley, now standing in the High-street, at the corner of Church-lane.

1289. In what mode would you propose to widen that portion of Church-lane?—By taking down the west side.

1290. Can you state to the Committee the number of houses which it would be necessary

Mr. *T. Ashton*, Mr. *C. Rich* and Mr. *G. S. Wallis*.

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necessary to take down, and their value by the parish books?—Thirty-five houses.

1291. Does that include the block of houses in Whitechapel to which you have alluded?—Yes.

1292. What would be the value of those houses?—The rental is 1,545 *l.*

1293. The same consideration, of course, would apply in this case and in the others you have named, as in the case in Red Lion-street, namely, that in the improved streets so to be opened there would be a great increased value in the new frontage?—Unquestionably.

1294. Are there any other suggestions you have to make to the Committee with reference to improvements in that quarter of London?—No, except to impress on the Committee the great importance and the great necessity, in the opinion of the inhabitants of that part of the town, of the improvements suggested, with reference especially to White Lion-street, through which there is a great deal of traffic, and where we have constantly accidents occurring. With reference to the opening to be made through Goodman's-yard, there is great traffic passing from the neighbourhood of the docks by that line into the Minories, and at present there is not room for two waggons to pass. The same observation applies also to Swan-street. The Blackwall Railway will cross White Lion-street, and the commissioners of pavement have introduced into their Bill that they were to carry an arch across White Lion-street of not less than 40 feet in width, and the Blackwall Railway would form no obstacle to the improvements I have stated. It is the opinion of the inhabitants of that neighbourhood, that the improved rental would pay, or nearly so, for the contemplated improvements.

1295. (To Mr. *Wallis*.) Have you any thing to add to what Mr. Ashton has stated?—No, I entirely concur in what he has stated.

1296. (To Mr. *Rich*.) Have you any thing to add?—I entirely concur in what Mr. Ashton has stated.

Mr. *James Hakewill*, again called in; and further Examined.

Mr. *J. Hakewill*.

1297. *Chairman*.] ARE you prepared to state to the Committee the line by which you would propose to continue Coventry-street into St. Martin's-lane, and the expense of such improvement?—I think I am, in a general way.

1298. Will you proceed to state those particulars to the Committee?—I have the honour to lay before the Committee a plan for effecting a communication between Coventry-street and New-street, and by that means with Covent-garden, with Holborn by Long-acre, and the Strand by St. Martin's-lane; I am the more inclined most respectfully to press this line on the attention of the Committee, since I have seen, in my attendance on Wednesday, the proposed line to the northward of it; I beg leave to state (as far as judgment enables me) the advantages of the direct line through Leicester-square; it will cut through property of comparatively small value, remove in all but 26 houses, require no outlay for the north side of Leicester-square, a length of 360 feet, and, while the distance from Coventry-street to Long-acre is by both lines the same, the northern line offers no other advantage than a communication direct to Holborn; the direct line opens Leicester-square and Covent-garden, and is equally convenient as an approach to Holborn by Long-acre; I have presumed to submit this plan to the Committee, in the impression that the object in view is to obtain the greatest possible improvement at the least possible cost.

NUMBER of HOUSES to be removed in effecting the Improvement of Approach from Coventry-street to New-street.

IN *Prince's-street*, Two houses; namely, Gibson, saddler, at 27 *l.*; Sherborn, upholder, 20 *l.*

In *Leicester-square*, Elam, woollen-draper, 27 *l.*; Sherborn, upholder, 20 *l.*

East side of *Leicester-square* (corner of Bear-street), the Bedford Tavern, 25 *l.*; Rehorn, in Bear-street, 55 *l.*

Bear-street (south side), 19, Cooper's shop, 20 *l.*; 18, Liquor-shop, 20 *l.*; 17, Currier's, 20 *l.*; (north side) 4, part unlet, part an oyster-shop, 30 *l.*; 5, Scale-maker, 30 *l.*; 6, Boot-maker, 20 *l.*; 7, Baker, 20 *l.*; 8, Green-grocer, 30 *l.*; 9, newly-created Liquor-shop, 30 *l.*; 10, Ham and beef shop at corner.

Castle-street, 67, Tailor, at 16 *l.*

St. Martin's-court (north side), Eight houses; some have been repaired, none rebuilt; (south side) Corner house of St. Martin's-lane.

St. Martin's-lane, No. 88, 16 *l.*

In all, 26 houses.

1299. Can

1299. Can you furnish the Committee with any estimate of the expense of taking down the houses that you named in your last answer?—I should think that the 26 houses, taken at the average rack-rent of 80*l.* each, would be worth 25 years' purchase; that would complete the expense, because the removal of the materials would affect the rest, and a beneficial frontage obtained in some few parts of it.

1300. What would be the net sum at which you arrive by that process of calculation?—Fifty thousand pounds.

1301. Are you aware of any peculiar obstacles or difficulties in opening the line of communication that you have proposed?—None; I have seen the architect to the Marquis of Salisbury, who has considerable property on the line; they have a plan for going into Leicester-fields and going out at Cranbourn-alley; this plan was laid before the Marquis on Saturday, but I have not had his lordship's answer; the other property that it would improve would be property of the Duke of Bedford.

1302. Which property of the Duke of Bedford do you refer to?—That situated in Covent-garden; I think that too would be benefited by it very materially.

1303. Would not the line you propose enter St. Martin's-lane at the point exactly opposite to New-street, Covent-garden?—Exactly.

1304. Should not you propose then to widen New-street?—I think that the expense would be so great as not to be remunerated by the advantage, for this reason, that the traffic into Covent-garden is chiefly to the theatres, and is generally in one line; it is either going or coming, there is not a cross traffic.

1305. Would there not, in the event of a direct communication being open from Coventry-street into St. Martin's-lane, by the line you have proposed, be a great traffic of market carts into Covent-garden by New-street?—I think there would; the traffic of market carts into Covent-garden is about one o'clock; it is very early, therefore I do not think it would be going one way. The traffic to the theatres is always at a certain hour, when the tide is going one way, and the same observation would apply to carriages returning from the theatres, and the supply by the market carts.

1306. Do you conceive that, by the line proposed, the end of Coventry-street would be connected with Long-acre, and with the new line of communication proposed through St. Giles's, at a much cheaper rate than by any line taken to the northward of that which you have suggested?—I have no hesitation in the matter, that it would be considerably cheaper.

1307. Would there not be a considerable inconvenience in the angle which the carriages would then have to make to get into Long-acre, by going up a portion of St. Martin's-lane?—There are now four right angles, there would then be two, there would be one going from Bear-street into St. Martin's-lane, and one from St. Martin's-lane into Long-acre; you can hardly call that one a right angle into Long-acre, because the inclination of Long-acre does not make it a right angle; it is an obtuse angle; I should propose to round off the two corners of Bear-street, then I think there could be no objection in the world to it; I wish to put in a plan of the improvements I have suggested. [*Handing a Plan to the Committee.*]

1308. With reference to the plan now submitted to the Committee, and your first answer, will you point out to the Committee on the plan, what you conceive to be the peculiar advantages of the line you have proposed?—The peculiar advantages are these, that instead of taking a line northward of Leicester-square into Long-acre, I would propose to go into Leicester-square, which would be a great advantage, for the purpose of going towards the Strand. I propose to take down the first five houses, reckoning from the square, on the south side of Bear-street; and on the north side, the last eight-houses, up to Castle-street; then crossing Castle-street, I take down eight houses on the north side of St. Martin's-court.

1309. Does that complete the street you propose into St. Martin's-lane?—No, I propose to take down also two houses in St. Martin's-lane, one at the northern and the other at the southern extremity of the street. I propose taking, in all, 26 houses, referred to in my first answer. It is to be remarked, that the houses on the north side of St. Martin's-court have not been rebuilt, being those I propose to take down. On the south side they have all been nearly rebuilt under new leases, and very capital houses they are, quite fit to form part of the new street.

1310. Sir *Robert Inglis.*] Will you state to the Committee the general object which you have in view in making an opening on the east end of Coventry-street to the west side of St. Martin's-lane?—My object is very much to open Leicester-

Mr. *J. Hakewill.*

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square, in the first instance; it is now completely shut up; and the next is to make a convenient way into Covent-garden, as an approach to the theatres, and an equally convenient way with the northern line, to the end of Long-acre; and that it likewise offers a considerable advantage in going down St. Martin's-lane by the new streets into the Strand. So that I think this combines a great deal of advantage. The opening of the square is a very great thing; there is Jauney's hotel and other houses; and it would make a run for carriages through Hemming's-row, instead of being forced down Whitcombe-street.

1311. With a view to the traffic from the east end of Coventry-street to Covent-garden market, do you consider that it would be expedient to leave New-street at no more than its present width?—I think it might be left; I have explained that I think the traffic through New-street might be likened something to a tide; it is the traffic to the theatres and the traffic from the theatres; it is the same with the market carts.

1312. In the suggestion you have made to the Committee, do you bear in mind the expediency of connecting the improvement which you project from the west side of Leicester-square with the continuation of the great improvement towards the north-east of London, either by right angles to St. Martin's-lane, through Long-acre, or a continuation of St. Martin's-lane, through Little St. Martin's-lane, to the Seven-dials?—I have only thought of the communication with Long-acre.

1313. By the plan you propose, does it not appear that a very acute angle will be made between the point at which you enter St. Martin's-lane, and the point of Long-acre?—The angle between Bear-street and St. Martin's-lane would be an acute angle; but I have seen a plan which has, I believe, been approved of by the Marquis of Salisbury, for going from Coventry-street into Leicester-square, and then out at the angle by the Panorama, in a right line to Long-acre.

1314. Have you reason to think that that plan has received the sanction of the authorities of the parish?—I rather think it has; I was shown it by the architect of Lord Salisbury, Mr. Stukeley, on Saturday last, and I understood from him that it was approved of by the authorities, and I will endeavour to lay a copy of it before this Committee. The plan to which I have alluded is merely the same as mine as regards that part lying between Coventry-street and Leicester-square.

Mr. *Francis Wishaw*, called in; and Examined.

Mr. *F. Wishaw.*

1315. *Chairman.*] WHAT have you to submit to the Committee?—I beg to submit to the consideration of the Committee a plan for the improvement of the line of communication from the upper part of Holborn, avoiding Holborn-hill and Skinner-street, into Newgate-street; and I deliver in a model, general plan, bird's-eye view section of Holborn-hill, and also of the streets in the direction of the proposed viaduct and its elevations. Not having been summoned as a witness to-day, I have not with me the papers that will enable me to go into the details of the proposed improvement; but I will submit to the Committee a general outline of it, and can furnish them at any subsequent day with any further explanations they may require. My original line in 1832 commenced at the north end of Fetter-lane, and ran nearly in a right line to Newgate-street; but finding the property in that line of very great value, perhaps double of that in the line at present proposed, it was abandoned. The section of this direct line is much the same as that which is at present proposed; that is to say, the height at which the viaduct would cross Farringdon-street and Shoe-lane differ only a foot or so from that in the present proposed line. The line I at present propose commences at the north end of Fetter-lane, and runs in a curved line, a quadrant in fact, similar to Regent-street, having the same radius, to the south side of Robin Hood-court, and thence in a direct line to Newgate-street, passing through Farringdon-market, which I propose to raise, and Farringdon-street and Seacoal-lane. The property in this line is of very little value, as compared with the line in Holborn-hill and Skinner-street. I have details of the different houses which I can place before the Committee another day. The reason of my deviating from the main line of the street is, that you cannot get what I call a perfect plan, inasmuch as you must leave a considerable inclination at each end of the viaduct, if it be taken either on the north or south side of the present thoroughfare. In fact, it is well known that the wheels of omnibuses and waggons are locked generally between Fetter-lane and Bartlett's-buildings. If, therefore, a viaduct were to commence any where about that point, Hatton-garden and Ely-place, as well as other approaches, must be entirely stopped up. Another reason for my choosing to deviate was, the small space that would be taken from this thoroughfare,

Mr. *F. Wishaw.*
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fare, if any part of it was left, as at present, with the inclinations. The plans I have seen show a viaduct from between Bartlett's-buildings and Thavies Inn to between Turnagain-lane and Seacoal-lane, leaving the north side of Holborn and Skinner-street as at present; so that there is another wide street above or below, making two lines instead of a wide street. One advantage I have in view is the removal of Newgate-market to Farringdon-market, which at present is but little occupied. Newgate-street is almost daily stopped by country carts bringing commodities to this market, and as Farringdon-market presents great facilities not only for the dealers, but also for the placing of country waggons and carts either in Farringdon-street or Farringdon-market, it would be the means of removing the complete nuisance that at present exists in Newgate-street, so that you are often obliged in going to the city to make a detour; my idea is that this market would pay itself; that it would cost nothing; that the alterations would be paid for by the rents of the shops; I propose to raise this market similarly to Hungerford-market; the public would then pass through and have access to the upper market, which I propose to construct similarly to the Lowther Arcade, and, if thought advisable, to add conservatories similar to those of Covent-garden market as an attraction, and to confine the lower market entirely to the sale of meat; the elevation being very considerable, I do not think there would be any annoyance from the lower market being for meat, and the upper for fancy shops.

1316. Sir *Robert Inglis.*] The Committee observe that you carry your proposed viaduct in a diagonal line across Farringdon-market; have you considered the *primâ facie* expediency of carrying it at right angles to that market, and will you state to the Committee with what advantages that plan would be attended?—In the first place, I may state, by deviating to the south, and crossing the market at right angles, I should take it further round; I should increase my distance in the first place; and secondly, I should make a considerable angle where the quadrant commenced; the principal objection is the value of the property; I should have got into property of much greater value; and, if you look at the market, I do not think it would injure the market, for at the points of intersection it crosses at right angles; that is to say, that the buildings are parallel to each other; the entrance to the upper market would not present the same diagonal line, but they are parallels; in short, it would not annoy the eye of any person passing along.

1317. Do you propose to keep this viaduct on a level throughout its whole direction?—It is a perfect level from Fetter-lane to the east side of Farringdon-street arch, and thence with a slight inclination to the Old Bailey; I hardly recollect, but I think it is one in 67.

1318. Can you state to the Committee what is the actual inclination of the existing communication between those points, beginning in the descent of Holborn-hill from Fetter-lane, and in the ascent of Skinner-street, Snow-hill, from the east?—

Lunæ, 9° die Aprilis, 1838.

MEMBERS PRESENT.

Mr. Barnard.	Mr. Shaw Lefevre.
Mr. Clay.	Lord Lowther.
Mr. Herries.	Mr. Palmer.

SIR MATTHEW WOOD, IN THE CHAIR.

The Reverend *William Stone*, Rector of Christchurch, Spitalfields; and Mr. *Thomas Brushfield*, churchwarden, were called in; and Examined.

Rev. *W. Stone* and Mr. *T. Brushfield.*
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1319. Mr. *Clay.*] YOU were deputed by a vestry held in your parish to express their wishes and their opinions to this Committee?—(Mr. *Stone.*) We are; the vestry hearing of the proposed amendments, but not included in our own particular district, the matter was brought before the vestry; and the vestry being to a certain degree a select one, and not considering itself as representing

Rev. *W. Stone* and Mr. *T. Brushfield.*

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the numerous interests which were involved in a question like this, thought proper to convene a meeting of all the rate-payers and owners of property within the parish.

1320. *Chairman.*] That meeting took place?—It did, on Monday last; the result of that meeting was, that an unanimous determination was arrived at, that the most obvious way of laying our claims before the Committee was by a memorial; a memorial therefore was drawn up and unanimously agreed to.

1321. Was any plan laid before that meeting?—The memorial contained a sketch of a plan to be laid before the Committee.

1322. Have you that plan with you?—We have a plan which has been subsequently made in accordance with the line determined upon at that meeting. [*The Witness produced the plan.*] May I remark that this plan is not a new one; it is already before the Committee in the evidence of 1836; it is No. 2, in the evidence of Lieutenant-Colonel Gant, with the slighest qualification. The new line laid down upon this plan commences at Wentworth-street, the boundary between the two parishes of St. Mary, Whitechapel, and Christchurch, Spitalfields, passing down the whole length of Rose-lane, Spitalfields, crossing the junction between White-row and Fashion-street, along Red Lion-street, Spitalfields, passing in front of Spitalfields church, crossing Lamb-street, thence in a straight line into Vine-court and New-court, Pig-alley, across Great Pearl-street, across Quaker-street, through Pope's Head-court and New-court, across Phœnix-street, and across Bell-court and Goddard's-rents to the end of Wheeler-street.

1323. Mr. *Clay.*] That would be the termination of the line in the parish of Christchurch?—Yes, as far as our parish is concerned; there is an intermediate space between that and what is already in evidence from the Whitechapel deputation, who appeared before the Committee last Monday.

1324. Does the line which you have now described to the Committee meet the wishes generally of the parishioners of Christchurch, Spitalfields?—I should say it meets their unanimous wish; we have not had one dissentient.

1325. Was it the general opinion of the meeting to which you have referred that the line of communication now proposed to be opened would confer great benefit upon the inhabitants of Spitalfields?—So essential a benefit, that I believe it would be impossible to describe their anxiety that it should be carried into effect.

1326. What are the main advantages which they would anticipate from such a communication being opened?—The first and great advantage is a public one; if it should be, as our parishioners wish it, a continuation of the Whitechapel line, it would then open a communication between the London docks or the Thames, and the northern boundary of the parish of Christchurch, Spitalfields, in the first instance; and if the line be then continued, as our sketch would describe, into the parishes of St. Matthew, Bethnal-green and St. Leonard's, Shoreditch, either into the High-street, Shoreditch, or across Church-street, Bethnal-green, to the back of Shoreditch church, it would then open a direct communication between the Thames and Shoreditch church; that is, in other words, between the Thames and the northern and north-eastern parts of the metropolis; the Eastern Counties Railway will, in all probability, have its terminus either in or close by the proposed line, and the North-eastern Counties Railway will have its terminus not very remote; thus would be established a direct and easy communication between the Thames and the north roads, the North-eastern Counties Railway and the Eastern Counties Railway, instead of a thoroughfare which at present is exceedingly circuitous and exceedingly obstructed; that is the direct public benefit which we promise ourselves. As to the local benefit to the district of the Tower Hamlets, the district north of Whitechapel would thus be provided with an effectual drainage; as the streets at present stand, the commissioners of sewers find this impracticable; some parts of our own neighbourhood are destitute of any drainage, whereas by this line of communication we should be provided with an effective and easy sewerage.

1327. What access have the inhabitants of Christchurch, Spitalfields, at present to the docks or the banks of the Thames?—They are obliged to pass through a very crowded and inadequate thoroughfare, which extends from their own parish through the precincts of the old artillery ground, St. Botolph, Bishopsgate, into Bishopsgate-street.

1328. That is on the west?—Yes, or on the east, by Brick-lane and Osborne-street, across Whitechapel.

1329. And

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1329. And then the line of communication would be by Houndsditch, Aldgate, and the Minories, or by Gracechurch-street?—Exactly.

1330. How far are those lines of communication apart?—The shortest interval is the whole length of Whitechapel.

1331. Then at present there is no direct communication whatever from the dense neighbourhood lying directly north of Whitechapel into that thoroughfare?—There is not one.

1332. Are you enabled to furnish the Committee with any data by which to form an opinion as to the expense of the improvement which you have stated?—Yes; as far as limited time would allow me, I have prepared a sketch.

[*The Witness handed in the same.*]

1333. What does this sketch contain?—It contains a statement of all the houses that will be met with in the proposed line, so far as it demolishes those houses, and the value of those houses as they stand rated in the parish-books.

1334. The number of houses to be affected would be 162, and the gross rental, in the parish books, of all those, is 1,580*l.* per annum?—That is so.

1335. Giving a mean rental for each house of somewhat under 10*l.* per annum?—Yes.

1336. Is it not probable that the neighbourhood to be traversed by the proposed line, being of so poor a description, the value of the frontages, to be formed by the street you propose, might go far towards paying the expense of pulling down the houses that are necessary?—I feel satisfied that it would, and I am confirmed in that opinion by this fact, that when an estimate was taken by an individual, some years ago, as to the probable return from a line of street corresponding in the character of the district with our own, an eminent and accredited surveyor gave it as his opinion that, as a private speculation, it would return an interest of 7½ per cent.; that was traversing some of the streets that I have alluded to.

1337. Are there any other observations that, from your knowledge of the neighbourhood, you wish to make to the Committee, with reference to the improvement which you have brought under their consideration?—Yes; in the first instance, such a line of street would traverse from one end to the other a district which is inhabited by an exceedingly poor and squalid population, who, from the want of a good thoroughfare and good ventilation, necessarily suffer the consequences; the whole line is more or less, from the same causes, the constant abode of fever and other infectious disorders, which my medical neighbours have constantly informed me will continue to be the case until these houses are actually thrown down. As another consideration, I would mention, that, with very few exceptions, the whole route is inhabited by an exceedingly immoral population; women of the lowest character, receivers of stolen goods, thieves, and the most atrocious offenders, find in these obscure haunts concealment from the hands of justice; the extreme poverty, the extreme unwholesomeness of the neighbourhood, and its extreme immorality, render it, therefore, quite necessary that some thoroughfare should open it to public observation and wholesome ventilation.

1338. You conceive then that this line of street would greatly facilitate and assist the exertions of the police in the suppression of crime in your parish?—Unquestionably; so many of the houses in the streets have actually communitions with each other, 12 or 13 houses have communications one with another in one street, in particular Wentworth-street, there are whole lines of lodgings, and there is a vista, which you can scarcely perceive, forming a sort of boarding partition, in which persons of all sexes are sleeping together, through a range of two or three houses, and sometimes more.

1339. *Chairman.*] Have you any common sewers near the spot?—I have the authority of the chairman of the commissioners of sewers to state that there is none generally applicable to the wants of the district; there is one crosses the burial-ground of my parish, but it is very inefficient, and the hamlet contiguous to my parish, which belongs, in fact, to no parish, is destitute of any sewers whatsoever; I believe that an open ditch is the only means whatever of carrying off the filth of our neighbourhood.

1340. Mr. *Clay.*] Are there any other observations which you wish to address to this Committee?—My parishioners having understood that a duty might be laid upon coals to meet the expense of these improvements, some little objection

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was entertained by individuals who had not fully considered the subject, but upon my stating to such persons the reasons and considerations which had induced the Committee of 1836 to come to the conclusion of recommending a tax of 6*d.* per ton upon coals, I have not since that time heard any dissent or dissatisfaction expressed; a further feeling was universal, that in the event of such means of raising money being adopted by the Legislature, the Tower Hamlets would certainly put in a strong claim for a share of the improvements, inasmuch as it has been computed, from the Tower Hamlets being a most extensive manufacturing and commercial district, that the consumption of coal in that borough amounts to a large proportion of the whole consumption of the metropolis.

1341. Lord *Lowther.*] Besides the sugar refineries and the breweries, what other manufactories are there?—There is a great consumption of coal in the various warehouses along the shore.

1342. Are there any other breweries besides Hanbury's?—Yes, there are Charrington's, which are very large; Smith's, the distiller, one of the largest in London; also Gouldy's distillery, which is considerable, and C distillery is also in our district.

1343. Mr. *Herries.*] When you made those communications and explanations upon the subject of the coal duty, did you state to the parties the extent to which the duty was likely to be carried?—I stated 6*d.* per ton, as it is given in the report of 1836.

1344. Do you think they would be induced to consent to a larger duty than that, in consideration of the improvements which you have pointed out, which might be made in that district?—I do not know that I am prepared to answer that question; the poor men made the greatest objection, and when it was shown to the poor man that he would not consume more than two tons the average, which I ventured, as a clergyman, to say was an outside calculation, he stated that he considered the levying of 1*s.* per annum upon him was not a heavy infliction; but I am not prepared to say, they not having had the subject brought before them, whether they would object to a larger tax.

1345. Do you think they attach so much importance to these improvements that they might be induced to consent to a heavier tax?—Upon that point I would rather refer to my other churchwarden, as having more communication with the parties; the proceedings of the Committee are so little known to the bulk of them, that I am not prepared with an answer for themselves.

1346. The question goes to the point whether they do attach so much importance to the improvement as to be willing to make a sacrifice to any extent?—All those who have a voice in it would be prepared, I think, to make a sacrifice; the feeling is unanimous, and taken up on disinterested grounds.

1347. *Chairman.*] You contemplate that short line of improvement into the Commercial-road by Whitechapel church?—We have been informed of that, but we think, instead of that being a difficulty, it would facilitate this improvement.

1348. Would it be of considerable advantage to open so wide a street?—It would.

1349. Mr. *Palmer.*] You have stated that the only drainage is by an open ditch, in some parts; are you prepared to say where that commences, and where it ends?—(Mr. *Brushfield.*) It is rather the adjoining district where that is open.

1350. Can you state where that commences, and where it ends?—I can state where it is open; it goes across Mile-end New-town, and across Bethnal-green; there is a very excellent sewer in the main street of Whitechapel, 27 feet deep; now, a sewer in our parish, of course the lowest part of our parish, might be made 20 feet deep, and have a good fall into that one of Whitechapel.

1351. Mr. *Clay.*] And at present no such sewer exists?—No. (Mr. *Stone.*) And without such a street as this, the commissioners declare it to be impracticable.

1352. Mr. *Clay.*] (To Mr. *Brushfield.*) You concur in the observations which have been addressed to this Committee by Mr. Stone?—I do; I consider it very important, for the health of the district, to make those improvements there; in Rose-lane, and a great portion of the northern part of the district through which this street is proposed to go, there are a great many houses from which I never knew a family go out in good health.—(Mr. *Stone.*) May I be allowed to say,

say, that Mr. Brushfield has been one of the most active and intelligent churchwardens in the parish; he has visited the families of the poor from house to house in that district, and knows their circumstances as well as any individual can do.

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George Offer, Esq., local magistrate; Mr. *William Howard*, churchwarden of Bethnal-green; Mr. *Edward Bumford*, overseer; Mr. *Charles Bratt*, one of the trustees; Mr. *John Turner*, one of the trustees; Mr. *Robert Brutton*, vestry clerk, called in; and Examined.

1353. Mr. *Clay.*] (To Mr. *Offer.*) YOU constitute a deputation from a meeting of inhabitants of Bethnal-green, appointed to communicate to this Committee the wishes of the inhabitants of that parish, as to the improvements that they consider desirable in that neighbourhood?—Yes, we are; a public meeting was convened, and held on Wednesday last, at which a very large number of the inhabitants were present, who unanimously agreed upon the very great importance of some improvements connected with their immediate locality.

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1354. Are the improvements that you are now about to bring under the consideration of the Committee, the improvements agreed upon at the meeting you have referred to?—Yes, they are.

1355. Have you any plan of the locality on which the line of communication that you consider important, is marked out?—We have brought with us Cross's new plan of the metropolis, on which we have marked the lines which were agreed upon at this public meeting.

[*The Witness produced the same.*]

1356. Will you, with reference to this plan now before the Committee, describe this new line of communication?—The Committee will allow me to observe, that in building upon that ground in the parish, which has been done within the last 40 years, very good roads and streets have been constructed, to suit certain local conveniences; if those new roads and streets were connected, it would form a most convenient public road for the transit of merchandise and of passengers, so that we conceive that the very small expense of uniting those lines of road, which would be nearly in a straight line, would effect a very valuable object; we commence from Ratcliffe-highway; we assume that, if the tunnel be firnished, there will be a road from thence to Ratcliffe-highway.

1357. Have you any certain knowledge as to the direction which might be taken for such a road?—We have not; but they are limited to a very small space between the docks, so that it must cross Ratcliff-highway, near Cannon-street; from Cannon-street to Cannon-street-road is a very handsome road, which terminates abruptly in Whitechapel. By crossing Whitechapel-road and taking down the west side of Baker's-row, the line will be continued through Charles-street, Wellington-street, White-street, across Bethnal-green-road, through Squirrel-street, which abruptly ends upon some garden ground. The road would then cross the garden ground to Hackney-road; this would be a new line of road across the garden ground to Hackney-road; then the line continues from Hackney-road up Great Cambridge-street, over Haggerston-bridge, to the great North-road. So that by two short pieces of new road, we should connect the south side of the river with the great North-road, nearly in a direct line.

1358. Are you prepared with any data, from which you could give the Committee an estimate of the improvements you have suggested?—We have considered that point; and considering that the road would be advantageous to the public, we have estimated that the sale of the sites of ground in the neighbourhood of this new road would pay for the improvement.

1359. Mr. *Herries.*] With the exception of the alteration at Baker's-row, and also the new road to be formed from the end of Squirrel-street to Hackney-road, the remainder of the communication is already sufficiently wide?—It is, if 40 feet be deemed a sufficient width; it is as wide as the opening into Leadenhall-street which is a leading thoroughfare into the city.

1360. What is the width of Cannon-street-road?—Ninety feet.

1361. Then you would pass from a thoroughfare of 90 feet into one of 40 feet?—Unless the Committee thought proper to recommend the widening of White-street.

1362. Those are the only points upon which you suggest the necessity of any alteration?—Exactly; those are the only points in the whole line from the south of the river to the North-road.

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1363. Mr. *Clay*.] Are there any other lines which the parishioners, assembled at the meeting to which you have referred, thought it desirable should be opened?—Another line, which would be to them a great convenience, and we conceive also to the public, would be the continuation of Bethnal-green-road by Chester-place and Green-street, to connect with the Great Eastern-road by Stratford-le-Bow, by widening the east approach to Twig Folly Bridge over the canal.

1364. That would be by first widening Chester-place, and subsequently the approach on the eastern side of Twig Folly Bridge over the Regent's Canal?—Yes; we should submit to the Committee that Grove-road, which runs in a line nearly parallel to the Regent's Canal from Twig Folly Bridge would be a proper communication into the Bow-road, but the Grove-road is private property, though a very fine road; if needful, a communication might be made across the field through Tredegar-square into Bow-road, to avoid any private toll.

1365. What is the rate of the toll taken in Grove-road?—Sixpence for a horse and gig.

1366. Would it require a large amount to purchase the free use of that road for the public?—I should think not; a very small amount, because it is not much used. Then returning to that point of Bethnal-green-road, where it would be traversed by the line of communication to which I first called the attention of the Committee, and going westward from that point, there is a good road terminating abruptly in Shoreditch; by widening New-inn-yard, on the western side of Shoreditch, the communication would be continued with Leonard-street and Tabernacle-walk to the City-road.—(Mr. *Bratt*.) In Tabernacle-walk there is no right of way.

1367. Is there a toll taken?—No; I do not know that any persons can get through at all.—(Mr. *Offer*.) Then not pursuing the line further than Curtain-road, which is the first great thoroughfare in the northern direction to the westward of Shoreditch to the new north line, I would observe to this Committee that that will open a direct communication to the New North-road.

1368. Can you give the Committee any opinion as to the probable expense of completing the new line of communication to which you have just referred, from Twig Folly Bridge to the Curtain-road?—The expense of removing the houses on the side of New-inn-yard would occasion the taking down of two houses in Shoreditch, of a communication of about 200 yards; that length would be attended with expense, but it being out of our parish we cannot give an exact, idea, though it will not be very great. At the eastern extremity we feel satisfied that, as the new road would go over fields and not pull down any houses, the frontage to be gained would more than pay the purchase of the land.

1369. Mr. *Herries*.] Considering that you have a communication between the Bethnal-green-road and the Great Eastern-road, by the Dog-row, which appears to be a wide road, does it appear to you to be a matter of such importance as to warrant any expense to open the new communication to which your evidence before relates?—It appears to be of considerable importance, because one part of Mile-end-road, not clearly defined on this plan, where it appears to be of equal width, is much narrower and very inconvenient, from the great transit there is over the road; but we conceive that it would relieve the road very materially if the diversion was made in the direction we point out; in addition to which we are satisfied that sewers would be constructed in the line of the new road; they would most materially benefit, both in health and in every other respect, the whole of the inhabitants of this very large parish; another line, which was under the consideration of the meeting to which I have referred, and which appeared to be of great importance to us, we would suggest, commencing from the front of Spitalfields church, being the immediate neighbourhood of Spitalfields-market, where there is a very great number of vehicles on every market-day, three times a week, to avoid the awkward turn in that part of Shoreditch near the church, to go in a direct line to Hackney-road by the end of Crabtree-road.

1370. Have the goodness to look at this plan, which has been given in to the Committee by a deputation from the parish of Christchurch, Spitalfields, and state whether the line described upon it of a proposed new street is the same which you now suggest to this Committee?—I perceive that the line is not the same as that which I now propose; but it deviates from it but slightly; we are instructed to represent to the Committee the dense population of this part of the parish of Bethnal-green; the parish has nearly 70,000 inhabitants; and the

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the part which we propose to go through by this line of road, if continued by a straight line through Red Lion-street, Leman-street and White Lion-street to the entrance of the London docks, a part of the metropolis filled with misery and crime, occupied by the very lowest of society; we conceive that by cutting through such a district as Wentworth-street and Rose-lane, and this part of Bethnal-green parish, the line of road would introduce into the very centre of those parts, inhabited by the worst class of society, a respectability of neighbourhood that would greatly aid in checking crime; I need not say from my personal knowledge as a magistrate, that this is, without any exception, the most densely filled with criminals of any part of the whole metropolis.

1371. Mr. *Herries.*] You are of opinion, that opening good communications has a tendency to improve a district in that respect?—Certainly; and with regard to their health, it would materially benefit, where putrid and typhus fever have been raging, because it is a part peculiarly in want of sewers, so much so, that in Wentworth-street you frequently cannot pass down that street without being up to your ancles in water.

1372. Mr. *Clay.*] Is it your opinion that there is a very strong and widely spread feeling in the neighbourhood, as to the value of some interference on the part of the Government to open through the neighbourhood, such as you have described, fresh lines of communication?—Exceedingly strong in every parish.

1373. Can you give the Committee any opinion as to the expense of the line to which you have just referred?—(Mr. *Bratt.*) I can; commencing at Crab-tree-row, Hackney-road, to the point where Bethnall-green parish joins the parish of Christchurch, Spitalfields, I think it would require the removal of 70 houses, which appear to be assessed to the poor-rates at 500*l.* a year.

1374. That is at a mean rate little exceeding 7*l.* per annum for each house?—Yes; it should be observed, also, that two-thirds, or more, are compounded for by the landlords.

1375. Then what, in your opinion, may be the real value of the houses, as compared with the rate at which they are compounded for?—Considering that two-thirds are compounded for, you may estimate that the landlord compounds at one-half the rack-rent.

1376. Is it your opinion that the value of the frontages which would be formed by the line of communication which you have suggested, would in any considerable degree pay for the expense of pulling down the houses, the destruction of which you consider necessary for forming this new road?—Forming a frontage to a road, such as that proposed, I should consider the ground-rent would be worth more than the ground and houses at this time.

1377. The Committee would wish to understand whether the other gentlemen composing the deputation, who have heard the evidence of Mr. Offer, concur fully in the opinions he has expressed?—(Mr. *Turner.*) Mr. Offer has expressed the feelings which we, as a deputation, entertain upon this matter.

1378. The Committee are to understand that the opinions given by Mr. Offer are the opinions entertained by the meeting from which this deputation has emanated?—Most decidedly.—(Mr. *Howard.*) I wish, in this particular, to dissent from the evidence given by Mr. Offer, in supposing that the new frontages would repay the cost of purchasing the property.—(Mr. *Turner.*) That is my opinion, that it would not do that; though the outlay required would not be extensive by any means, still I think that the improvements will not repay the expense.—(Mr. *Bumford.*) I think that the improvements would be so highly beneficial to the parish, that were we not so poor, I should decidedly recommend the parish to be at the expense of those alterations.

Mr. *James Hakewill*, again called in; and further Examined.

Mr. *J. Hakewill.*

1379. *Chairman.*] HAVE you any thing to add to your former evidence?—In reference to my former examination, I beg to deliver in an improved plan of the communication between the east end of Leicester-square and the western end of Long-acre, with an estimate of the expense.

[*The Witness delivered in the same.*]

Jovis, 26° *die Aprilis*, 1838.

MEMBERS PRESENT.

Mr. Chancellor of the Exchequer.	Lord Lowther.
Mr. Barnard.	Mr. George Palmer.
Sir R. H. Inglis.	Sir Robert Peel.
Mr. Shaw Lefevre.	

SIR MATTHEW WOOD, IN THE CHAIR.

Mr. *Henry Harrison*, called in; and Examined.

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1380. *Chairman.*] DO you produce a plan of a line which you propose for the borough of Southwark?—I do. [*The Witness produced the plan.*] The red line shows the line proposed by Mr. Rose, the yellow and brown lines show the line proposed to be substituted for that line; it is proposed to make a new line from a point near the Town-hall, High-street, and continued to a point near the obelisk, Bridge-road, Southwark.

1381. Do you go through the burial ground?—No, we go north of the burial ground.

1382. Then you continue that line till you come into a spot near the obelisk, at the Southwark-bridge-road?—Yes; the line is intended then to be continued from that spot along Union-street as far as Gravel-lane.

1383. What do you take down of Union-street?—I propose to widen Union-street to the extent of 55 feet, by taking down all the houses on the south side of that street and rebuilding them.

1384. Making the street 55 feet wide from house to house?—Yes; the line is then intended to be continued from Gravel-lane along the present street called Charlotte-street into Blackfriars-bridge-road; from Blackfriars-road to the Waterloo-bridge-road, it is proposed to pass along the present street called Great Charlotte-street, also, without any alteration.

1385. Mr. *Lefevre.*] What is the width of Great Charlotte-street?—Fifty-five feet in the narrowest part from house to house, but where the market is, it is 15 feet wider; the road is of ample width, so that there will be no alteration made by the present intended line from Gravel-lane to Waterloo-bridge-road; from the Waterloo-bridge-road it is proposed to make a new line of road to the back of Lambeth Marsh, so as to avoid Lambeth Marsh altogether.

1386. *Chairman.*] Where do you leave the Lambeth Marsh-road?—To the south, and we enter the Westminster-bridge-road close to the dwelling house of Mr. John Collins the patent axletree maker, to the south east of that house.

1387. Sir *Robert Inglis.*] The Committee observe that the line which you propose follows the line of Lambeth Marsh, leaving the same to the south; what is the objection to taking the line direct from the point of intersection of the Waterloo-bridge-road and Great Charlotte-street, to the point of intersection of Bridge-street and the York-road?—My only answer to that question is the expense that would pass through property of a valuable kind, at an enormous expense, a great proportion of which has been lately let upon building leases by the Archbishop of Canterbury; I have therefore laid down the present line to avoid that, it passing through property, generally speaking, of a very inferior class.

1388. When you state that very valuable buildings have been erected upon the property under your view in the answer last given, will you describe the streets in which such expensive buildings are?—It would pass through Collin's Manufactory, through some houses which have been built in York-road, and it would take a great number of houses which have been built in York-road upon that point, and also in Westminster-bridge-road.

1389. Your answer seems to refer not so much to the expediency of making a direct line from Great Charlotte-street to the bridge, but rather to the plan coloured red on the map now before the Committee, and which line so coloured red is presumed to be the line suggested by Mr. Rose?—I was asked where would be the objection to the line being continued from this point in the Waterloo-bridge-road instead of being taken in the brown line, but continuing that line up

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to the point where the red line is; my answer is, that the expense would be considerably greater, and the advantage would not be commensurate; but, if the expenses were the same, there is no doubt that the line to which you refer would be decidedly better than the line I have laid down, it would be shorter.

1390. The last question is addressed to you, because, in giving the preceding answer, you have apparently marked upon the plan before the Chairman a greater proportion of Mr. Rose's line than would be necessary in the view which that question assumed of the direction of the proposed street?—I cannot answer distinctly, because I have not laid down the line which you suggest; but this I can say, and I say it very positively, that the expense of such a line would be very much greater from my knowledge of the buildings through which it would pass.

1391. You have stated that you must pull down houses recently built in York-road; can you state what houses on the south side of that street would interfere with a space of 55 feet to be taken at the point of junction between the Bridge-road and York-road?—I should think three houses, which may have cost 2,000 *l.* at the point of junction only.

1392. Mr. *Lefevre.*] What will be the distance from the hall at Southwark to the point of junction at Westminster-bridge?—The distances by the two lines would be very much the same; I do not think that there would be a difference of more than 50 yards between them.

1393. *Chairman.*] What would be your idea of the expense?—My opinion is, that the line I have proposed would cost 100,000 *l.*; and if I may be allowed to say, I think the red line runs much too near the York-road and Stamford-street-road.

1394. What would be the relative expense as between the red line and the line now proposed by yourself?—My opinion is, that the red line would cost three times as much as the other.

1395. Sir *Robert Inglis.*] You have already stated that the line you propose would cost 100,000 *l.*; you desire the Committee to understand that the line marked red, proposed by Mr. Rose, would cost 300,000 *l.*?—In my opinion it would cost 300,000 *l.*

1396. In your estimate of the 100,000 *l.* which you have stated to be the probable cost of realizing your plan, have you taken into account the ground-rents which you may obtain from the houses to be built upon that line?—I do not take into account any rent to be received from any ground to be let because I think that fallacious.

1397. And therefore in respect to both plans you give the estimate of the improvement, without any calculation of a counterbalancing profit which may be possibly derived from such improvement?—I cannot calculate any counterbalancing profit, because you must lay your ground before you can let it and have buildings upon it; in my opinion there will be no counterbalancing profit.

1398. *Chairman.*] Then your calculation is, that the purchase of the ground for the red line would be 300,000 *l.*—I calculate that the cost of forming the one road will be 100,000 *l.*, and of the other, to procure the site of the road, and buy the buildings standing upon that site, 300,000 *l.*

1399. There would be no proportion of the ground remaining to dispose of?—None; if you take the proposed line of street through certain land, and you shut off the owners of that soil on either side of the road from the advantage of the frontage, you must pay a great deal more for the land; if, instead of taking 50 or 60 feet for the road, you take off 160 and let off 100, you must pay for that 50 such a sum as will not afford you any profit for the site of the land, and you must pay more for the site itself because you have shut off the proprietors.

1400. Mr. *Lefevre.*] The line upon which the red line passes is not built upon?—Yes, it is most of it built upon; there is very little part that is not built upon.

1401. *Chairman.*] Have you seen this plan marked number 11, in report 36, of a street recommended from St. George's church, in Blackman-street, or what is commonly called High-street, in the borough, leading down to Stamford-street?—I have seen that plan, and I know the ground through which that is intended to pass.

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1402. Have you paid sufficient attention to give the Committee any information upon it?—I should think it a very advantageous line of road to lay down for the benefit of the public, but as to the expense of it, I have not gone into it.

Mr. *Rose* again called in; and further Examined.

Mr. *Rose.*

1403. Sir *Robert Inglis.*] IN reference to your examination of the 26th of March last, question and answer 1180, have you prepared, and can you lay before the Committee a statement in linear distance of three lines to which reference was made?—I will deliver in the statements desired by the Committee.

Charles Potts, Esq., called in; and Examined.

Charles Potts, Esq.

1404. *Chairman.*] MR. HARRISON has marked out another line upon the plan having the line marked by Mr. Rose; will you state to the Committee whether you give a preference to one over the other?—I give a preference to the line marked red, because it brings you nearer to the foot of each bridge, and because I think it would be less expensive, because it passes through back ground, whereas Mr. Harrison's passes through front ground, in addition to which, Mr. Harrison takes Union-street and Charlotte-street as his line, taking down only one side of Union-street; now my idea is, that that can never be made a great public thoroughfare so long as the present shallow buildings in Union-street are suffered to remain.

1405. Does the original line, as proposed by Mr. Rose, going from the town-hall, go through what is called C[illegible] Buildings?—As laid down in the line marked red, it does; and there is also another line Mr. Rose has sketched out, which comes considerably nearer to London-bridge, going to the north of the town-hall, and coming out nearly opposite to St. Thomas's-street.

1406. Sir *Robert Inglis.*] Have you ever taken into consideration a plan for opening a communication between the west end of St. Saviour's church and the east end of Stamford-street, Blackfriars?—Yes, I have.

1407. Will you state to the Committee what facilities there may be found in the existing communications between those points for making such a continuation of Stamford street as will be in some degree proportionate to that, as a part of a great line between Westminster and the city?—I think that that line might be rendered very useful for the heavy traffic on the south side of the river, from Tooley-street to Stamford-street, but I think it would be so much occupied by that heavy traffic that it could never be made a very convenient access for carriages of any other description; it would be a very expensive line to purchase so as to make it a street of any width; the present street, as laid down in this plan, is 40 feet; there would be very considerable difficulty in getting upon that street from Wellington-street, for there is a great deal of heavy traffic comes from Tooley-street, and the assent from Tooley-street to the bridge is considerable and causes many stoppages; the descent also must be very considerable from London-bridge to get into that street to the west of the church, and I think that great inconveniences would arise from that circumstance.

1408. *Lord Lowther.*] What height is the elevation?—I am not quite prepared to say that.

Mr. *William Green,* Mr. *Cornelius Wheeler,* Mr. *William Smith,* Mr. *George Machin,* called in; and Examined.

Mr. *William Green,*
Mr. *C. Wheeler,*
Mr. *William Smith,*
and
Mr. *George Machin.*

1409. *Chairman.*] DO you attend as a deputation from the ward of Aldgate?—(Mr. *Green.*) We do.

1410. You deliver in a plan to widen the part leading from the Minories to the eastern ends of Fenchurch-street and Leadenhall-street and High street, Aldgate?—We do; the inhabitants of Aldgate complained to the court of common council of the present inconvenient narrowness of the street, and prayed the court to widen it.

1411. Have they presented a petition to the court of common council for carrying this into effect?—They presented a petition to widen the street; when that petition was referred to the commissioners of sewers, they reported the improvements indicated in the plan to be desirable to be performed, and the court

Mr. *William Green*, Mr. *C. Wheeler*, Mr. *William Smith*, and Mr. *George Machin*.

26 April 1838.

court of common council recommended this to be put into any Bill to be brought forward for the improvement of the city of London; I have been living upon the spot for 20 years, and can speak to the fact of the great inconvenience that is suffered, and the public injury from the narrowness of the street; I may state that that partly arises from the traffic occasioned by the London docks and the St. Katherine docks, and the East and West India docks.

1412. That traffic has been brought within the last few years more completely into this neighbourhood?—It has, in consequence of the altered state of the trade from the docks.

1413. Does it frequently happen that there are stoppages?—I can speak to the fact that those streets are almost in a state of blockade from morning to night; great inconvenience is felt from that cause, and it is upon public grounds that the inhabitants come forward on this occasion.

1414. In your opinion, would a street to be opened from High-street, Whitechapel, into Bishopgate-street, be of great importance?—I do not think that it would produce a very beneficial effect upon this neighbourhood.

1415. If such a street were opened, would it not carry some of the traffic to the westward?—It would take some, but not to any great extent.

1416, Mr. *Lefevre*.] You propose to round the angle formed by Fenchurch-street and Leadenhall-street?—Yes.

1417. *Chairman*.] Are you prepared to give an estimate of the expense of this proposed line?—We are not; we have formed no calculation of the expense.

1418. Mr. *Lefevre*.] Can you state the extent to which the houses will be thrown back in Aldgate, on the north side of the plan?—I cannot state the number of feet, but of the property which would be occupied by new houses a considerable portion is now vacant ground; it appears by the plan to be thrown back about 30 feet at the narrowest part of Leadenhall-street, which from house to house would be about 20 feet, and it would be thrown back at that point about the same distance. (Mr. *Wheeler*.) There is not room for more than two carriages to pass at that part of Leadenhall-street.

1419. Mr. *Barnard*.] It is at present a very inconvenient street, and not fitted for the present traffic?—It is not. (Mr. *Green*.) The carriage way in Leadenhall-street is 16 feet 4, and in Fenchurch-street 17 feet 3.

1420. You state, that the house property in rounding the end of Leadenhall-street and Fenchurch-street is of an inferior description?—(Mr. *Wheeler*.) The houses behind those in Fenchurch-street and Leadenhall-street are of a very inferior quality; in fact we can get very little rates from them.

1421. But the houses on the upper and northern side are expensive?—Some of them are expensive houses, but more than half of them are very old houses; some of those houses were built previously to the fire of London; if I may be allowed to add, there is now a project for making a railroad from the docks to the Minories, and that of course will very materially increase the traffic in Aldgate and Leadenhall-street, notwithstanding any new street that may be formed from Aldgate High-street.

1422. *Chairman*.] (To Mr. *Machin*.) Do you agree in all that has been stated?—I do.

1423. Mr. *Barnard*.] Is it your opinion that whatever improvements may be made Leadenhall-street will always continue a street of great traffic?—It is.

Mr. *Edward Tyrrell*, city remembrancer, laid before the Committee, by order of the court of common council, a copy of a petition from the Inhabitants of Watling-street and its neighbourhood, praying that Watling-street may be widened, and a copy of a report from the committee of city lands to the court of common council thereon, and stated that the petitioners were desirous of giving evidence before the Committee in support of the petition.

To the Lord Mayor, Aldermen and Common Council of the City of London, in Common Council assembled;

The humble Petition of the undersigned Inhabitants of Watling-street and its Neighbourhood, in the City of London,

Sheweth,

That Watling-strreet, being a leading thoroughfare from Fleet-street to London-bridge, Her Majesty's Custom House, the Tower of London and the Docks, is a street of great and increasing traffic.

That in consequence of its extreme and inconvenient narrowness accidents of the most frightful nature are of frequent occurrence, several persons having been knocked down and run over by cabs, carts and other vehicles; one person having had her legs broken, and being obliged to undergo amputation; another, a cabman, having come in collision with a cart, was thrown from his seat under the wheel, and after a few days' suffering expired in the hospital.

That while your Petitioners frequently witness with deep concern, not only the destruction of property in cattle, carriages, smashing of shop-fronts, &c., but the loss of limbs and life, their property and business also sustain great loss by this state of the street, the footway in some part thereof not being more than 20 inches in width.

That your Petitioners, in addition to stating their grievances, venture respectfully to suggest to your honourable Court, that, by the widening the above street, a great facility would be afforded for relieving the immense traffic in Cheapside.

That several houses in front of the church of St. Mary Aldermary having been pulled down, an opportunity occurs of widening that portion of the street in its immediate vicinity, and of throwing open that beautiful structure to public view, an improvement which would, as your Petitioners humbly suggest, reflect great credit upon the taste and liberality of this corporation; and moreover they are of opinion, that the present opportunity is particularly favourable to its being effected while a Committee of the House of Commous are at present occupied upon the reference made to them on the Bill now pending before that Honourable House for making extensive Improvements in the Metropolis, in which they regret to find that the ancient and extended thoroughfare of Watling-street (a street that Sir Christopher Wren, in his original plan for rebuilding the city of London, had deemed to be of such importance in point of traffic, that he had designed it to be a wide and leading thoroughfare), appears not to be comprised in the plan now before Parliament.

Your Petitioners, for the reasons above stated, respectfully request Your honourable Court will listen to the grievances set forth in this their Petition, and endeavour to obtain for them relief, and credit to themselves, by using every effort to effect this great improvement to the city of London—the widening of Watling-street.

And your Petitioners as in duty bound will ever pray.

Richard Bord, Watling-street.
E. Henman, - ditto.
C. J. Freeman, - ditto.
B. W. Gabriel, 75, ditto.
P. R. Poland & Son, 21, Bow-lane.
James Duncan, 81, Watling-street.
John Stuttard, 82, - - - - ditto.
Henry Nelson, 83, - - - - ditto.
Chas Swainson & Co. 87, - - ditto.
Robert Mutrie, 93, - - - - ditto.
Richd Davis, 96, - - - - ditto.
John Southgate & Son, 76 & 77, ditto.
Thos Joyce, 70, - - - - - - ditto.
Wm Nash, 4, Budge-row.
Thos Burne, 69, Watling-street.
Ann Barker, 59, - - ditto.
Richd Arnold, 66, - - ditto.
P. Poland, 52, Bread-street.
Venn & Bowley, 15, Bow-lane.
Carliles, Pittman & Co. 11 & 12, ditto.
W. Chaffers, 42, Watling-street.
Luck & Morrison, 49, ditto.
W. Leschallas, 32, Budge-row.
Saml Tidswell, jun. 28, ditto.
Edwd Jones, 23, - - ditto.
Imray & Fitch, 2, - - ditto.
Joseph Hembery, 41, Watling-street.
Charles Penny, sen. 37, Bow-lane.
Charles Penny, jun. - - ditto.
John Edwards, 13, - - ditto.
Thos Lott, 43, - - - - ditto.
Johnson, Johnson & Co. Aldermary Churchyard.
W. B. Hutton & Sons, 25, Watling-street.
J. Edgcomb & Co. 24, - - - ditto.
Durie & Miller, 20, - - - - ditto.
H. & T. Wood & Co. Red Lion-court, Watling-street.
H. Phillips, 30, Budge-row.
John Evans, 26 & 27, - ditto.
Kempson, Yates & Co. 25, ditto.
Tidswell & Hall, 28, - - ditto.
Wm Croucher, 23, Queen-street.
Joseph Collins, Watling-street.
David Laurie, 15, - - - ditto.
Morison, Maddox & Co., 14, ditto.
Saml Sadler, 2, - - - - ditto.
Edwd Underhill, 1, - - ditto.
John Pelham Buckland, 84, ditto.
Wm Rowland Gladwin, 61, ditto.
Wm Row, sen. Son & Co., 23, Little Saint Thomas Apostle; for warehouses in Aldermary Churchyard, and Red Lion-court, Watling-street.
Joseph Rayner Buttemer, 60, Watling-street.
Stericker & Co., 13, Budge-row.
Renshaw & Kirkman, 12, ditto.
Geo. Lamb, 75, Queen-street.
W. T. Heath, 11, ditto.
Robt Rolling, 29, Watling-street.
Geo. Johnson & Co., Bow-lane.

A Common

Cowan, Mayor.

A Common Council, holden in the Chamber of the Guildhall of the City of London, on Thursday, the 22d day of March, 1838.

The Committee for letting this City's Lands did this day deliver into this Court a Report in writing, under their hands on the Petition of the Inhabitants of Watling Street for an improvement of the said Street, which was read in these words:

To the Right honourable the Lord Mayor, Aldermen and Commons of the City of London, in Common Council assembled.

We, whose names are hereunto subscribed, your Committee for letting the City's Lands, in the account of the Chamberlain of London, to whom on the 15th day of March instant, it was referred to examine the allegations in the Petition of several Inhabitants of Watling Street and its neighbourhood, requesting the Corporation to use every effort to effect an improvement of the said Street, Do Certify that we have been attended by several of the Petitioners and heard them thereon, and it appearing that the traffic in the said Street has increased very far beyond the adequacy of the accommodation afforded, we are of opinion that it is highly desirable the said Street should be widened and improved, especially the portion thereof between Queen Street and St. Paul's Church-yard, and we therefore recommend that application for the purpose should be made to the Select Committee of the House of Commons, at present occupied on the subject of Improvements in the Metropolis, with a view to the accomplishment of the same, and that the Petitioners should be recommended to give evidence before the said Select Committee in support of such Improvement of Watling Street, all which we submit to the judgment of this Honourable Court. Dated the 22d day of March 1838.

W. A. Peacock.	Wm Knott.
Saml Unwin.	R. Obbard.
H. E. B. Haines.	John Rolls.
John King.	Edwd Hickson.
Thomas Lott.	E. Wheeler.
Wm Johnson.	Jnº Crawford.

Resolved,—That this Court doth agree with the Committee in their said Report, and it is ordered that Mr. Remembrancer be directed to lay a copy of the said Petition, and of the Resolution of this Court thereon, before the Select Committee of the House of Commons on Metropolitan Improvements.

Geo. Ashley, Clk. Co. Co. *Woodthorpe.*

Martis, 8° die Maii, 1838.

MEMBERS PRESENT.

Mr. Clay.	Mr. Wakley.
Mr. Barnard.	Sir De Lacy Evans.
Mr. Herries.	Admiral Codrington.
Lord Lowther.	Mr. George Palmer.
Mr. Pendarves.	Sir Robert Inglis.

SIR MATTHEW WOOD, in the Chair.

Mr. *William Walton*, called in; and Examined.

Mr. *W. Walton.*

8 May 1838.

1424. Mr. *Clay.*] WHAT office do you fill?—I am vestry-clerk of St. John, Wapping.

1425. Do you, with two other gentlemen, constitute a deputation from the parish of St. John, Wapping?—We do.

1426. What are the names of those gentlemen?—Mr. Robert Stephenson and Mr. John Richard Brown.

1427. Was that deputation appointed at a public meeting of the inhabitants of the parish?—At a public vestry held on the 17th of April last.

1428. Certain improvements of considerable importance and value in the parish of St. John, Wapping, were suggested at that vestry?—It was introduced to the vestry by the assessors of the parish, and certain suggestions were thrown out as to the improvements, and a committee was appointed, and the gentlemen who now attend with me are a portion of that committee.

Mr. *W. Walton.*

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1429. Are you prepared to state those improvements?—We are.

1430. Is the Committee to understand that the improvements which you are about to suggest are those which, in the opinion of the whole, or a great majority of the parishioners, are the improvements which are most required?—Yes.

1431. Have you brought with you any plan?—Yes.

1432. Be so good as to give that plan to the Committee?—

[*The Witness then produced the Plan.*]

1433. Have the kindness, with reference to this plan, to explain the nature of the improvements?—Previous to answering the question, we must observe that the parish of St. Mary, Whitechapel, has already attended this Committee and thrown out certain suggestions for public improvements, and this plan takes up the improvements from where the parish of St. Mary, Whitechapel, left off.

1434. From the boundaries of that parish?—Yes, the parishes of St. Mary, Whitechapel, and St. John, Wapping, join at the south end of Dock-street; the improvements which we would suggest commence in Dock-street, to widen Dock-street, to make that portion of Dock-street within the parish of St. John, Wapping, of the same width as that one recommended by the parties deputed by the parish of St. Mary, Whitechapel. We do not suggest any alteration in Parson-street, Upper East Smithfield or Nightingale-lane. Then, from the end of Dock-street, we do not suggest any improvement in the line of streets across the west land entrance of the London docks, or in the line of streets between that and the Hermitage entrance of the London docks. The road in Nightingale-lane is sufficiently wide, and there is also a sufficient space in front of the land-entrance to the London docks. Commencing on the eastern side of the Hermitage entrance to the London docks, we propose improvement, No. 2, to cut off a portion of the Gun public house; continuing eastward along Wapping High-street, we propose the improvement marked on the plan, No. 3, by taking down the houses commencing at about 150 feet to the eastward of the Gun public house, continuing down on the north side of Wapping High-street to the corner of Russell's-buildings, and that completes the improvements marked on the plan, No. 3.

1435. What is the present width of Wapping High-street, and what would be the width after the improvements that you suggest are made?—The width of part of Wapping High-street is barely sufficient for one carriage to pass along in some places.

1436. What would be the width when the improvement is made which you propose?—About 40 feet, making sufficient for two carriages to pass and repass, and a good footpath on each side.

1437. What other improvements have you to suggest in your parish?—The next improvement is marked on the plan, No. 4, commencing on the east side of the Wapping entrance to the London docks. We propose to take down the north side of Wapping High-street, commencing at Church-street and continuing 50 feet beyond Queen's-head-alley.

1438. In the portion of Wapping High-street to which you have now referred, is there at present sufficient width for a great thoroughfare?—In the whole extent of that improvement, No. 4, there is at present only room for one carriage to pass. I might state that the traffic on that part has very considerably increased, arising from the circumstance of a steam-boat wharf having recently been established in that part for Perth and Dundee steam vessels.

1439. Have you any other improvement to state?—The last is marked No. 5.

1440. Is that on the line of Wapping High-street?—It is on the north side, commencing about 30 feet beyond Sir William Warren's-square, and continuing at least 50 feet beyond Prusson's Island, where the parish of Wapping terminates.

1441. Referring to these improvements in the order in which you have brought them under the consideration of the Committee, are you prepared to furnish the Committee with any means of judging of the expense that would be incurred by these respective improvements?—Yes.

1442. For instance, No. 1, widening Dock-street, what is the length of that portion of Dock-street, which is in the parish of St. John, Wapping?—I should think 150 feet.

1443. How many houses in that street do you propose to take down?—Three.

1444. Can

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1444. Can you state the value of those houses from the parish books, or from any other source?—I have made a rough estimate of the value, and I have calculated they would come to about 800*l.*

1445. Have you calculated what might be the probable expense of improvement, No. 2, taking down the corner of the Gun public house?—I have, and I estimated it at about 200*l.*

1446. What is the length of that portion of Wapping High-street, in which you propose to effect the improvement marked No. 3 on the plan?—About 900 feet.

1447. How many houses would it be necessary to take down?—About 51.

1448. What, in your opinion, is the value of those houses so to be taken down? I have estimated them from the rate books, at 22,180*l.*

1449. What is the length of that portion of Wapping High-street comprised in the improvement marked No. 4?—About 500 feet.

1450. How many houses would it be necessary to take down to effect that improvement?—About 33.

1451. Can you state the value of those houses?—From the rate-books, I calculated them at about 13,560*l.*

1452. The remaining improvements, marked No. 5, appear by your scale to be of the length of about 200 feet, is that so?—Yes.

1453. How many houses is it necessary to take down there?—A great part of it is vacant ground, it would require but six houses to be pulled down there.

1454. What is the value?—I should suppose about 500*l.*

1455. In your estimates of the value of the houses to be pulled down, which you have furnished to the Committee, have you taken into account or deducted from the amount of such estimate the improved value of the property from the new frontage so to be created?—I have not.

1456. Is it your opinion that, from the improvement of the thoroughfare that would be effected by the improvement in question, that any and what increased value would be given to the frontage so to be created?—I think there certainly would be an increase, because, at present, the street is too narrow, and the trade is very much impeded.

1457. You think that the increase in value would be considerable, but you would not like to take on yourself to say what?—Precisely so.

1458. Will the Middlesex end of the Thames tunnel be within the line of street to which you have called the attention of the Committee?—It will be near the Wapping-dock stairs.

1459. Will not that be an additional reason of great weight for improving the thoroughfare in that neighbourhood?—Yes, I think so; Mr. Brunel stated to us on Saturday last that Wapping-street would be the main approach to the tunnel.

1460. *Chairman.*] In the answer you have given just now, have you calculated any improved ground-rents, and have you taken depth enough in this improvement for the erection of any buildings?—I think there would be room to spare even to erect houses.

1461. In the line where you take down one side, do you propose to put any houses on that spot; have you reserved ground enough for that?—I think we have ground enough for that.

[*The appended Document was then put in.*]

SAINT JOHN OF WAPPING.

A Schedule of Houses and Property required for the proposed Public Improvements.

Improvement, No. 1.

Dock-street, West Side.

Nathaniel Nathan - - - -	part of house - - -	Upper East Smithfield.
Charles Allen Young - - -	part of warehouse - -	- - ditto.
Edward Samuel Jarvis - - -	part of warehouse - -	- - ditto.

Improvement, No. 2.

Wapping-street, South Side.

Portion of Gun Public House.

(*continued.*)

Mr. *W. Walton.*

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IMPROVEMENT, No. 3.

Wapping-street, North Side.

Ingram Wood	house, No. 20	Wapping-street.
Augustine Scheurer	house, No. 21	ditto.
Francis Cooke	house, No. 22	ditto.
Robert Laws	house, No. 23	ditto.
John Harris	house, Nos. 24 & 25	ditto.
John Holliday	house, No. 26	ditto.
Thomas Davies	house, No. 27	ditto.
Matthew Knight	house, No. 28	ditto.
Thomas Lowther	house, No. 29	ditto.
Mary Thies	house, No. 30	ditto.
C. B. Cruickshank	house, Nos. 31 & 32	ditto.
William Taylor	house, No. 33	ditto.
Edward Sewell	house, No. 34	ditto.
John Holliday	house, No. 35	ditto.
James Laing	house, No.	ditto.
Joseph Thompson	house, No. 36	ditto.
William Bransom	house, No. 37	ditto.
W. R. P. Golding	house, No. 38	ditto.
Richard Turnor	part of warehouse, Nos. 39 & 40.	ditto.
A. R. Dawson	house, No. 41	ditto.
John Summersly	house, No. 42	ditto.
John Bryant	warehouse, Nos. 43 & 44	ditto.
John Drysdale	house, Nos. 45 & 46	ditto.
John Pesman	house, No. 47	ditto.
Rebecca Brodie	house, No. 48	ditto.
Edward Denton	house, No. 51	ditto.
F. M. Cowera	house, No. 52	ditto.
William Here	house, No. 53	ditto.
John James Warwick	house, No. 54	ditto.
C. A. Schottler	house, No. 55	ditto.
William Here	house, No. 56	ditto.
William Whitaker	house, No. 57	ditto.
William Cockin	house, No.	ditto.
Lawrence Croning	house, No. 60	ditto.
Eleanor Lewis	house, No. 61	ditto.
Eleanor Lewis	house, No. 62	ditto.
William Cockran	house, No. 63	ditto.
William Styles	house, No. 64	ditto.
Mary Chancellor	house, No. 65	ditto.
Messrs. Browning & Rust	house, Nos. 66 & 67	ditto.
William Tindale	house, No. 68	ditto.
George Orton	house, No. 69	ditto.
Thomas Lane	house, No. 70	ditto.
Messrs. Richardson	house, Nos. 71 & 72	ditto.

IMPROVEMENT, No. 4.

Thomas Rolls	house, No. 98	Wapping-street.
John George Smith	house, No. 99	ditto.
Thomas Smith	house, No. 100	ditto.
David Edwards	house, No. 101	ditto.
Thomas Cobb Humble	house, No. 102	ditto.
William Thomas Bryer	house, No. 103	ditto.
Unoccupied	house, No. 104	ditto.
	warehouse, No. 105	ditto.
Thomas Driver	house, No.	ditto.
Catherine Chipp	house, No.	ditto.
Edward Lancaster	house, No. 106	ditto.
J. A. Peasgood and W. H. Sims	house, No. 107	ditto.
James Thompson	house, No. 108	ditto.
John Patrick Ferguson	house, No. 109	ditto.
William Clark	house, No. 110	ditto.
George Betson	house, No. 111	ditto.
William Bloxam	house, No. 112	ditto.
Unoccupied	house, No. 113	ditto.
William Hector Marshall	house, No. 114	ditto.
Agnes Wren	house, No. 115	ditto.
James Fincher	house, No. 116	ditto.
Robert Linklater	warehouse, No. 117	ditto.
Rosetta Harms	house, No. 118	ditto.

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Wapping-street, North Side—continued.

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IMPROVEMENT, No. 3.—*continued.*

Thomas Corsan, jun.	house, No. 119	Wapping-street.
Mary Edwards	house, No. 120	ditto.
Richard Bennett	house, No. 121	ditto.
Robert Cole	two houses, Nos. 122 & 123	ditto.
William Brown	house, No. 124	ditto.
Noah Reed Bloomfield	house, No. 125	ditto.
John Smith	house, No. 126	ditto.

IMPROVEMENT, No. 5.

Unoccupied	two houses, Nos.	Wapping-street.
C. F. Farrier	house, No.	ditto.

Vacant ground, the site of two houses.

Jeremiah Allen	house, No.	ditto.
John Chaters	house, No	ditto.
East London Gas Works	small portion of premises	ditto.

Mr. *Peter Mellish*, called in; and Examined.

Mr. *P. Mellish.*

1462. Mr. *Clay.*] WHAT office do you fill?—I am churchwarden of St. Paul's, Shadwell.

1463. I believe you, with two other gentlemen, constitute a deputation from the parish of St. Paul's, Shadwell?—Yes, I do.

1464. What are the names of those two gentlemen?—Robert Floyd and Christopher Winn.

1465. Were you named as a deputation at any public meeting of the inhabitants of St. Paul's, Shadwell?—At a vestry.

1466. Did that vestry take into consideration what improvements would be of the greatest value to the parish of St. Paul's, Shadwell?—The vestry authorized the deputation to draw out a plan themselves.

1467. Have you any such plan to submit to the Committee?—We have.

1468. Will you produce it?—

[*The Witness produced the Plan.*]

1469. Is this a plan drawn out in consequence of that resolution of the vestry?—Yes, the plan produced, the Committee will be aware, takes up the improvements in the line of communication eastward, where the Wapping improvements terminate, our improvements beginning at the eastern termination of the Wapping improvements, No. 6, on the plan now produced.

1470. State what it is?—To take all the houses down from No. 6, where the dotted line is, and forming a street to the end, directly opposite to Wapping-wall.

1471. What is the length of that street?—About 100 feet.

1472. What is the name of the street you propose to widen?—New Crane-street.

1473. Which side of the street do you propose to take down?—The north side. The next alteration we wish to make is to take down the corner house of Wapping-wall, in the occupation of Mr. Homan. The next improvement we propose to make is to take the corner of the yard in Lower Shadwell-street, in the occupation of the late Mr. William Mellish; those are all the projected alterations in the lower town.

1474. Recurring to the improvements which you have stated, can you furnish the Committee with any estimate as to the probable expense?—I can; the improvements at New Gravel-lane would cost 4,900*l.* and the second improvement, namely, Mr. Mellish's corner, 50*l.*

1475. How have you formed that estimate?—From taking the value of the houses at so many years' purchase, according to the state and condition of the premises.

1476. How many houses are comprised in that value of 4,900*l.* for the improvement in New Crane-street?—Forty houses.

1477. What other improvements have you to suggest in the parish of St. Paul's, Shadwell?—We wish to have a better line of communication running north from High-street,

Mr. P. Mellish. 8 May 1838.

High-street, and we think that may be accomplished by widening King David's-lane up to Church-road; the latter portion of that improvement would be within the parish of St. George.

1478. What is the length of King David's-lane, which you propose to widen?—I cannot state that.

1479. From the plan which you have presented to the Committee, it would appear you propose to take down the whole eastern side of that lane?—Yes.

1480. Are the houses, which it is necessary to take down, of a valuable description?—No, of little value.

1481. How many houses would it be necessary to take down?—Five houses in that portion of King David's-lane within the parish of St. Paul's, Shadwell, and five shop fronts; and seven houses in the parish of St. George.

1482. Can you give the Committee any estimate of the value of the houses so to be taken down?—In the parish of St. Paul's, Shadwell, 1,477 *l.* and in the parish of St. George, 990 *l.*

1483. How has that estimate been formed?—In the same way, taking the value of those houses at so many years' purchase.

1484. And that you consider as much as they are worth?—Yes.

1485. Have you taken into consideration the increased value that would be given to the frontage by making a better thoroughfare?—We have not calculated that at all.

1486. What would be the width of the new street?—I cannot say.

1487. Will it be of sufficient width for the traffic that is likely to go through it?—Yes, and it will open a good street from Shadwell to Mile End, Bethnal-green and Hackney.

1488. Is there any other improvement which you consider of importance to the parish of Shadwell?—It is very desirable to reduce the declivity of Fox-lane, leading from Shadwell-street to Wapping-wall.

1489. Is the present declivity abrupt and dangerous?—Very abrupt.

1490. How many feet?—Fourteen feet six inches; the whole length is 400 feet, the declivity is 130 feet, and the inclination is 14 feet 6 inches in 130, and the rise at the other end is 4 feet in 20.

1491. Can you furnish the Committee with any estimate of the probable expense of affecting the necessary improvements in Fox-lane?—The estimated expense for the improvements in Fox-lane, for raising certain parts and forming an inclined plane, would be 800 *l.*

Sir *John Dean Paul*, called in; and Examined.

Sir J. D. Paul.

1492. *Chairman.*] SIR JOHN, do you attend here to-day, with a deputation, to speak as to a certain improvement in the Strand, near Temple-bar?—We are merely come here to represent our opinions on this subject; it was a matter amply discussed some years ago, when we proposed this very thing; and therefore we are well prepared to answer any question that may be put to us on the subject.

1493. Your banking-house is in the Strand, I believe?—Yes, almost opposite Pickett-place; I have lived there 36 years myself, and I am of opinion that there is nothing so much wanted, for the general benefit of the inhabitants of Lincoln's-Inn and London in general, as this improvement.

1494. Where do you propose to start from?—From Pickett-place across Shire-lane and in a direct line across Carey-street, opposite to Serle-street, through Lincoln's-Inn Fields and Great Turnstile into Holborn, and the short space we occupy is under the wall in Lincoln's-Inn Fields the whole way.

1495. Without taking any part of the garden?—No; not touching Lincoln's-Inn Fields, or Carey-street, or Serle-street, or Newman's-row; and if this improvement was to be carried into effect, it would be getting rid of the most immoral and profligate neighbourhood in all London.

Mr. *William Cadogan*, called in; and Examined.

Mr. W. Cadogan.

1496. *Chairman.*] WHAT is your profession, Mr. Cadogan?—I am an architect.

1497. Have you surveyed the line from Pickett-place, as described by the last witness, up to Carey-street?—I have.

1498. What number of houses do you take down?—About 30 houses and a chapel.

1499. What would be the estimate of the value of those?—I have made a very rough estimate, and I think I have taken the full value, it is 24,200 *l.* to purchase; then

then there will be materials and ground left, which, I think, would be of the value of 6,000*l.* or 7,000*l.*, ground to sell, and the old materials.

1500. Have you deducted that from the gross amount?—No.

1501. Then you have to take the 6,000*l.* from the 24,000*l.*?—Yes.

1502. And then the expense would be about 18,000*l.*?—Yes.

1503. Will you tell me what width the street would be?—About 30 feet; we do not make it wider than Serle-street is; it is to come up immediately to it; at the entrance it will be 50 feet for a short distance, and then it is of the same width as Serle-street.

1504. Mr. *Barnard.*] Is there any considerable difference of level between Pickett-place and Carey-street?—Not more than five feet.

1505. And you can easily get rid of that?—Very easily.

1506. In what distance is that rise of five feet comprised?—About 400 feet.

1507. *Chairman.*] You propose to take down the whole of the houses in the passage there, on the west side?—Yes, and two in Holborn.

1508. How many will come down in Great Turnstile?—Eleven, and one in Holborn.

1509. What is the estimate of the expense of those houses?—The estimate of the expense of those houses is about 12,000*l.*

1510. What deduction do you make for ground-rents, &c.?—If you deduct about 2,000*l.* out of the 12,000*l.* for the old materials, and the value of the ground, I think that would be sufficient.

1511. That is from the 12,000*l.*?—Yes.

1512. Have you included the good-will of the shops?—Yes.

1513. Will you furnish the Committee with a more complete estimate of the value of the property which you propose to take for these improvements?—Yes, I will.

1514. Sir *De Lacy Evans.*] What is the length of the proposed new line between Pickett-place and Carey-street?—About 425 feet, or thereabouts.

1515. What is the length of the other line between Newman's-row and Holborn?—About 160 feet.

1516. What is the distance from that part in which there are no houses to be taken down?—About 990 feet.

1517. Mr. *Wakley.*] What is the width of Newman's-row?—About 35 feet.

1518. Do you propose to make a new street of Great Turnstile, and the whole of Newman's-row?—Yes.

1519. So that at that part, the whole street may be of uniform width?—Yes.

1520. Are there any obstacles, in an engineering point of view, in making these improvements?—Not any.

1521. Do you think that that improvement will be of great advantage to the neighbourhood generally?—Yes, I think a great advantage must accrue from its being done.

1522. Do you know of any other communication that can be made between the Strand and Holborn, at so little expense as one attended with so much advantage to the community?—I am quite satisfied any other opening must cost double.

1523. Is it not now found that persons who are desirous of going with their carriages from the Strand to Holborn find it extremely inconvenient, and oftentimes dangerous to pass through Temple-bar for the purpose of getting to Chancery-lane, from the crowded state of the thoroughfare at that extremity of the city?—It is so, undoubtedly.

1524. And you think that opening a line of communication between the Strand and Holborn would be the means of avoiding that crowded state of the streets?—It would relieve Chancery-lane very much indeed.

1525. Have you got the plan that was made in 1836 now before you?—I have.

1526. Have you looked over the improvements that were then proposed from Newcastle-street to Lincoln's-Inn Fields?—Yes, I have.

1527. Have you examined it so as to be able to give any evidence upon it?—I have not.

1528. Sir *De Lacy Evans.*] Are you aware that the Holborn end of Chancery-lane would be materially improved by taking down three houses near Holborn?—Yes, the Holborn end of Chancery-lane, I think, would.

1529. Are you able to give any estimate of the cost of that?—No, I am not.

1530. Are the houses of much value?—I should think not very valuable.

Mr. *W. Cadogan.*
8 May 1838.

1531. What would be the addition in the breadth of the street by taking down those three houses?—It would make a width sufficient for two carriages, whereas there is now only width for one.

Richard Twining, Esq., called in; and Examined.

R. *Twining*, Esq.

1532. *Chairman.*] YOU reside in the Strand?—Yes, I do.

1533. Have you looked at the plan before the Committee as regards the improvements proposed from Pickett-place to Holborn?—I have.

1534. Have you any observations to make upon it?—I think it would form the greatest possible increase of communication to the neighbourhood of the Strand, and would be of the greatest utility, for, as it now is, there is not a possibility of walking from the Strand to Lincoln's-Inn without great difficulty. The communication is so bad at night, that it is not possible to pass through any of those places without considerable hazard, all those courts are so badly occupied, and you must either go up Chancery-lane or up by Drury-lane before you can communicate between the Strand and the whole neighbourhood of Holborn and Russell-square.

1535. Mr. *Wakley.*] Are you not of opinion that the advantage of the alteration would be as great to the inhabitants of Holborn and the north of Holborn as to the inhabitants of the Strand and the south of the Strand?—I do; I believe it is as much desired on the part of the inhabitants of Holborn as on the part of the inhabitants of the Strand.

1536. Are you not of opinion that it would in a great measure remove the confusion occasioned at Temple-bar?—Yes.

Mr. *Arthur Mee*, called in; and Examined.

Mr. *Arthur Mee.*

1537. *Chairman.*] YOU are an architect?—Yes.

1538. Have you a plan of Westminster and Pimlico, showing the proposed improvements in the united parishes of St. Margaret's and St. John's?—I have.

1539. Be so good as to hand it in?—

[*The Plan was then handed in.*]

1540. Is this line varied from the line formed before, which was submitted to this Committee as Mr. Wason's plan?—It is quite a different plan.

1541. You have two lines?—Yes.

1542. One direct from the abbey to Queen's-row, and the other from College-street in a direct line?—Yes.

1543. As to the first line, will you state to the Committee the quantity of houses you take down?—Upon the whole there are 1,700 houses on the two lines.

1544. Go back to the first line from the abbey; what is the width of the street proposed to be made to the Queen's-mews?—Eighty feet wide.

1545. From house to house?—Yes, from house to house; and the line from College-street 75 feet, and the branch streets are of a smaller size, they vary from 30 to 40 feet.

1546. That line takes a great part of Tothill-street and York-street?—Yes.

1547. Does it come up and take any portion of Elliott's brewery?—Not as originally proposed; but, in consequence of its being thought desirable to pull it down, we have now done so, as shown in the line of deviation.

1548. Mr. *Wakley.*] By whom was it thought desirable that it should be pulled down?—By the whole neighbourhood; it is considered to be a nuisance to the place; it is intended to purchase it with a view to its being pulled down.

1549. Does that come in the first line from the abbey, or in the line from College-street?—In the line from College-street.

1550. *Chairman.*] Can you give us an estimate of the whole of the line separately; first, the line from the abbey, in which you will not have the brewery included?—Altogether 360,000*l.*, including the branch lines north and south of it, and the No. 2 line, including Queen's-row, and including the two branch lines, one from Brewer's-green, crossing Elliott's garden-ground to Shaftesbury-terrace and Pimlico-basin, Vauxhall Bridge-road, and the other from Brewer's-green to the front of the new Westminster prison, to Gillingham-street, Eccleston-square, and Belgrave-road; also to communicate with the whole of that vast and improving neighbourhood belonging to the Marquis of Westminster, situated on the south side of Vauxhall Bridge-road, will cost 138,000*l.*

1551. Mr. *Clay.*] Can you state the estimated cost of the two main lines without the branches?—No. 1 line without the branches will be 243,000*l.*; No. 2 line

line, exclusive of the line of deviation, only taking No. 2 line as originally intended, is 138,120*l.* Mr. *Arthur Mee.*

8 May 1838.

1552. That is No. 2 line, with the two branches, one leading to Belgrave-road, and the other to Vauxhall-road?—Yes.

1553. What is the expense of No. 2 on the plan, marked red?—The addition of the line of deviation, marked red, will make 100,000*l.* extra; No. 1 is 243,100*l.*, and No. 2 line, including the branch lines, is 138,000*l.*

1554. Taking the two branches to the Belgrave-road and to the Vauxhall-road?—Yes.

1555. *Chairman.*] The new part, marked red, includes Elliott's brewery?—Yes, that would make about 100,000*l.* additional. Our first intention was not to touch the brewery; now we have to touch it, and the line of deviation proposed would make 100,000*l.* extra on the amount of capital required.

1556. Sir *De Lacy Evans.*] What portion of the 100,000*l.* would be applied to Elliott's brewery?—Nearly the whole of it.

1557. Could you go in a straight line without passing through Elliott's brewery?—Nearly, but it would be slightly curved.

1558. On what ground do you estimate the 100,000*l.* for the whole of the brewery; have you been informed by the proprietors that that sum would be asked?—No, we have not.

1559. *Chairman.*] What are your returns?—The return, exclusive of the line of deviation, on No. 1 line, is 23,633*l.* on a frontage of 13,505 feet, the average per foot at 35*s.*; on the other line it is 11,710 feet, at 28*s.* per foot, which is 16,894*l.*, making a total of 40,527*l.* on 25,215 feet, averaging something more than 32*s.* a foot on the total, about 32*s.* 3*d.*; that is exclusive of Elliott's brewery.

1560. As to the spot occupied by Elliott's brewery, have you made any calculation about that?—A rough calculation upon that; the income would be abou 5,000*l* a year from the ground on which we should be able to build.

1561. Mr. *Wakley.*] Is that sum you have been giving us the net income per year?—Yes, the annual income per year.

1562. Produced by ground-rents?—Yes, produced by ground-rents.

1563. At how many years' purchase?—Ten years and a half on the houses.

1564. What is your calculation in the 16,894*l.*; at how many years' purchase do you propose to sell?—The calculation for selling I have not gone into.

1565. How many years' purchase would you buy at?—Ten years.

1566. Mr. *Clay.*] Do you calculate what you have to buy at 10 years' purchase, and what you have to sell at 25 years' purchase?—We have got to purchase the ground as well.

1567. Mr. *Wakley.*] What would be the cost of clearing the ground from Westminster Abbey to Queen's-row?—In line, No. 1, without taking in any of the branches, about 210,000*l.*, including Queen's-row.

Mr. *Edward Warne*, called in; and Examined.

1568. *Chairman.*] HAVE you a plan to produce to the Committee?—I have. Mr. *E. Warne.*

1569. What is that plan?—A plan for improving the communication from Oxford-street to Charing-cross, &c., by continuing Dean-street to Leicester-place and Leicester-square; and also for forming a street from Leicester-square to Coventry-street.

1570. Sir *De Lacy Evans.*] Can you point out to the Committee a very short alteration, at small cost, which might materially tend to the public convenience, by forming a communication from Oxford-street to Leicester-square and Charing-cross?—Yes; by taking three houses down in Gerard-street, and three in Lisle-street, a communication is formed from Oxford-street to Leicester-square.

1571. Do you conceive, by the removal of those six houses, three in one street and three in another, that that communication from Oxford-street to Leicester-square could be completed?—Yes, we should get a direct line of communication through the streets already formed, namely, Dean-street and Leicester-place, to Leicester-square.

1572. What is the space to be cut up there altogether?—A hundred feet.

1573. And the whole space you compute on that line of houses which are to be removed, only consists of 100 feet in distance?—Yes.

1574. Who are the principal proprietors of those six houses?—The three houses in Lisle-street belong to Messrs. Wright, the bankers; one house in Gerard-street to Lord Rancliffe, and the owner of the others I am not aware of.

Mr. *E. Warne.*
8 May 1838.

1575. What is your estimate of the value of those houses?—I estimate them at about 6,000*l.*; then there would be to be taken from that the value of the ground-rents of the houses afterwards.

1576. What would be that value?—I think they would be of the value of 120*l.* a year.

1577. What deduction would that make from the 6,000*l.*?—The value of the ground-rents and the old materials would be about 3,000*l.*, to be deducted from the 6,000*l.*

1578. Then, in point of fact, the 3,000*l.* is the estimate of the cost of opening this line?—Yes.

1579. Are you prepared to say, or do you believe, that Lord Rancliffe or the Messrs. Wright, the bankers, would be disposed to sell this property for 3,000*l.* knowing that it would contribute to these improvements?—I think it possible that Lord Rancliffe might, because there might be an advantage gained by the ground.

1580. What width is Dean-street?—Forty feet.

1581. What is the proposed width of the new line?—Forty feet.

1582. What is the width of Macclesfield-street?—Forty feet.

1583. Macclesfield-street is a continuation of Dean-street?—Yes, to Gerard-street.

1584. What is the width of Leicester-place?—Thirty-two feet.

B. W. Scott, Esq., called in; and Examined.

B. W. Scott, Esq.

1585. *Chairman.*] YOU attend here to produce certain documents which were required of you by the Committee?—Yes, I do; I produce an account showing the amount received under the Acts of the 10th Geo. 4, c. 136, and 11th Geo. 4, c. 64, for defraying the charge of making the approaches to London-bridge, in each year since the passing of those Acts; distinguishing the total sums received under the several heads of taxation or contributions from the city of London, from which the said receipts have been received; and also a statement of the total amount of the incumbrances charged upon the lands continued and appropriated by the Acts of the 10th Geo. 4, c. 136, and 11th Geo. 4, c. 64, and which have been discharged up to the present time, and the amount remaining to be discharged; together with an estimate of the time within which the remaining incumbrances may probably be paid off, supposing the produce of the funds to continue to be the same as on the average of the last three years.

[*The annexed Documents were then put in.*]

AN ACCOUNT showing the AMOUNT RECEIVED under the Acts of the 10th Geo. 4. c. 136, and 11th Geo. 4, c. 64, for defraying the charge of making the Approaches to LONDON BRIDGE, in each Year, since the passing of those Acts, distinguishing the Total Sums received under the several heads of Taxation or Contribution from the City of London, from which the said Receipts have been received.

	Duty of 8*d.* per ton on Coals		Duty on Wine, 4*s.* per tun.	Charge on City Revenue.	Duty on the		Aquaducts.	TOTAL.
	Imported into the Port of London.	Brought by Inland Conveyance.			Admission to the Freedom.	Binding of Apprentices.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
From the 30th June 1832, (the period at which the Orphans' Fund had provided for the discharge of its obligations) to the 5th January 1833 - -	39,734 3 4	163 19 2	1,222 13 7	5,750 - -	87 - -	- - -	113 9 -	47,071 5 1
For the year ended 5 January 1834	68,864 2 8	146 10 4	3,584 2 8½	11,502 6 11	169 10 -	111 10 -	136 14 6	84,514 17 1½
Ditto - ditto 5 January 1835	67,943 12 8	62 1 4	3,484 7 10½	11,500 - -	165 15 -	112 7 6	193 9 -	83,461 13 4½
Surplus or balance of the general receipts and payments of the Orphans' Fund, and including 455*l.* 0*s.* 6*d.*, the amount of Orphans' Stock, unclaimed -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	2,420 10 6½
FOR DUTIES, &c. AS ABOVE.								
For the year ended 5 Jan. 1836	76,632 4 8	33 9 8	3,516 1 -½	11,500 - -	196 15 -	97 12 6	193 9 -	92,169 11 10½
Ditto - ditto 5 Jan. 1837	79,875 4 8	39 19 6	3,829 2 -	11,500 - -	211 10 -	100 10 -	193 9 -	95,749 15 2
Ditto - ditto 5 Jan. 1838	85,120 8 8	77 9 4	3,407 3 11½	11,500 - -	193 5 -	93 5 -	193 9 -	100,585 - 11½

Chamberlain's Office, 4 May 1838.

B. W. Scott.

STATEMENT

STATEMENT of the TOTAL AMOUNT of the INCUMBRANCES charged upon the FUNDS continued and appropriated by the Acts of the 10th Geo. 4, c. 136, and 11th Geo. 4, c. 64, which have been discharged up to the present time, and the Amount remaining to be discharged; together with an Estimate of the time within which the remaining Incumbrances may probably be paid off, supposing the produce of the Funds to continue to be the same as on the average of the last Three Years.

B. W. Scott, Esq.
8 May, 1838.

		£.
1829 to 1834	Amount raised by Loan of the Governor and Company of the Bank of England, under the authority of the 10th Geo. 4, c. 136, at £.4. per cent. per annum - - - -	1,000,000
	Amount raised by Loan of sundry persons under the authority of the 11th Geo. 4, c. 64; viz. £.104,000. at £.3. 15. and £.146,000. at £.3. 17. per cent. per annum - - -	250,000
		1,250,000
	Sum applied (by quarterly payment) towards the discharge of the above-mentioned sum of £.1,000,000. to the 31st January 1838 (exclusive of £.30,600. now under notice of repayment) - - - - -	232,500
	Amount remaining undischarged; viz. Of the Loan of £.1,000,000. - - £.767,500 / The Loan under the 11th Geo. 4, - - 250,000	1,017,500

It is estimated that the Surplus of the before-mentioned Duties and Payments, upon an average of the produce of the last three years, will discharge the said sum of £.1,017,500. in 13 years and 18 months; viz. by January 1852.

Chamberlain's Office, 4 May 1838. *B. W. Scott.*

[The Committee then proceeded to consider the case of the Royal Exchange.]

Martis, 15° *die Maii*, 1838.

MEMBERS PRESENT.

Mr. Clay.
Mr. Barnard.
Mr. Wakley.
Lord Lowther.
Mr. George Palmer.
Sir R. Inglis.
Sir E. Codrington.
Sir De Lacy Evans.
Mr. Herries.

SIR MATTHEW WOOD, IN THE CHAIR.

Mr. *John Williams* called in; and Examined.

Mr. *J. Williams.*
15 May 1838.

1586. *Chairman.*] I UNDERSTAND you attend here to suggest a plan for the improvement of the streets of London by means of sub-ways?—Yes.

1587. Have you any statement which will give the necessary information to the Committee upon that subject?—I have.

1588. Have you any plan to produce?—I have.

1589. Will you be kind enough to produce it?—[*The Witness then produced a Plan.*]

[*The following Statement was then put in by the Witness.*]

IN the month of October 1822 a patent was obtained by me "for a method to prevent the frequent removal of the pavement and carriage paths for laying down and taking up pipes, and for other purposes, in streets, roads, and public ways;" the specification of which, among other things, states that, to effect this object, I construct *sub-ways* and passages; they may be of various descriptions, as to capacity, form, situation and materials. In constructing these sub-ways, I propose to open the ground to the required depth, say of 10 feet; lay a course of bricks, stones, or iron, nearly level, or rather curved, on the ground, five feet wide, with chains to go into the sewers; raise a wall on each side five feet high, and arch it over so as to leave the height in the centre of it 7½ feet clear, leaving openings of nine inches in each upright wall, at the distance of every 20 feet, three feet from the base; from these openings carry tunnels to the sides of the street; and at the end of the tunnels fix gratings or doors to be opened from the inside; leave similar openings in the top of

Mr. *J. Williams.*

15 May 1838.

of the arch, at the distance of every 100 feet, for the admission of light and air; and doorways five feet high and three feet wide in each side wall where these openings are made.

These *sub-ways* may be entered at the sides by doors and passages wherever required, from the houses and buildings in the streets and roads, in the same manner as into cellars that are under the streets, and the main pipes for every purpose may be placed therein, on iron cradles or otherwise, and the service pipes for the supply of the public through the tunnels or openings in the side walls.

The *sub-ways* may also be formed double, or another parallel to the first, one for water, and the other for gas pipes, and in any number that may be required, with or without doors communicating into each or either of the sub-ways. From these sub-ways and passages access may be had into the sewers and drains, or springs and wells of water, and for almost every purpose for which the pavement and carriage paths in streets, roads, and public ways have hitherto been opened.

I am the patentee of *Sub-ways* for improving the streets of the metropolis, which is a subject intimately connected with metropolitan improvements; it is of vast importance to the present and future generations; without sub-ways all other improvements will be imperfect, as they really are truly, as well as literally, the foundation and basis of the whole.

Sub-ways will always prevent the paving in the streets being taken up or disturbed for the pipes and sewers, or for any other purpose whatever.

They will give immediate access to the water and gas pipes for repairs, without opening the ground. They will be always ready for new Water and Gas Companies to place their pipes in.

They will also be ready for other public establishments to supply the inhabitants with new domestic comforts, such as steam, hot water, sea water, hot and cold air, &c. &c.

They will give the most important and delightful facility to extinguish fires, by pouring floods of water from the numerous mains (as the water can never freeze in the sub-ways) sufficient to drown them the instant discovered.

In winter, snow and ice will not remain in the streets if thrown down the sub-ways to dissolve, the heat being regulated within them by thermometers.

In summer, currents of water may run through every street to cool the air, and fountains may be raised wherever required.

They will enable the Water and Gas Companies to cover their pipes with tar or other materials, thereby preserving them many years longer.

The atmospheric light and air in these sub-ways will always be equal to that within any dwelling.

Gas will be prevented escaping from the pipes the moment it is discovered, there will consequently be no gas smell in the streets, and the water will not be poisoned by gas.

The purity of the water and gas may be ascertained by inspectors in the sub-ways; they will give the Water and Gas Companies the power to inspect their pipes for alteration and repairs whenever they please, without expense or inconvenience.

The sewers will be covered and hermetically closed from any escape of foul air, and they will be entered at the bottom or sides of the sub-ways; the sewers will be sufficiently light for use and work in them by bull's eyes in the sub-ways.

The expense of building *sub-ways* per mile will not exceed what has already been paid for Macadamizing the streets of London.

Sub-ways will create a considerable saving of property, in rates on the public, and of outlay by the Water and Gas Companies; also of the loss of custom and the damage of goods by shop-keepers when the paving is up.

Robert M'William, Esq., called in; and Examined.

R. M'William, Esq.

1590. *Chairman.*] DO you produce a plan recommending certain improvements in the metropolis?—I do.

1591. Where do these improvements begin?—At Battle-bridge; I continue up Gray's Inn-lane-road, through, into the end of the Holloway-road; Gray's Inn-lane to be projected northwards, into the Holloway-road or Battle-street.

1592. Where is your next line?—The next line is from Clarendon-square; at the end of Phœnix-street to remove two houses going into St. Pancras-road; crossing that road, to take down two houses going in at the end of Suffolk-street, along that street eastward, and onward to the Holloway-road.

1593. Where is the next?—The next is near the City-road, opposite the Angel, at Islington, on the south-east corner, to take down one house to widen the City-road.

1594. Have you any estimate of the expense?—I have no estimate, but I can give a guess.

1595. What is the probable expense of those improvements which you have stated?—The probable expense of that projected at Gray's Inn-lane would be rather under 1,000*l.*; the projection at Phœnix-street, 200*l.* or 300*l.*; the entrance into Suffolk-street, somewhere about 600*l.* or 800*l.*; from Suffolk-street into Maiden-lane,

Maiden-lane, on a piece of meadow land, probably about 100*l.*; at the top of the City-road, opposite the Angel, at Islington, somewhere about 500*l.* or 600*l.* *R. M'William, Esq.*

1596. I believe that part of the map marked yellow is the plan from Clarendon-square to the Battle-bridge and Holloway-road?—Yes. 15 May 1838.

1597. Is that much required as a public improvement?—That is much required as a public improvement; the parish of St. Pancras, containing between 70,000 and 80,000 persons, and the parish of Mary-le-bone, containing an equal number, have no way through to the parish of Islington, containing between 60,000, and 70,000 persons, and on to the city, except through the narrow pass at Battle-bridge, which is about 60 feet wide.

1598. Can you now produce to the Committee any estimate of those improvements which you think would be very desirable?—Nothing beyond what I have already stated.

1599. Could you hand in to the Committee an estimate of the expense of such improvements as those?—Yes.

Thomas Bish, Esq., called in; and Examined.

1600. *Chairman.*] YOU gave evidence before the Committee in March 1836?—Yes. *T. Bish, Esq.*

1601. Has any thing occurred to you since that time, with respect to which you would wish to give further information to the Committee?—I can explain some points, perhaps.

1602. I think you stated in that evidence that there were no evils from insurance arose from lotteries during the last 30 years?—Yes.

1603. How do you prove that?—It being confined to one or two days, it is impossible; the event is so certain that insurances cannot be effected.

1604. Was the insurance carried on openly?—Very openly.

1605. Did you ever take insurance?—No.

1606. What persons, to your knowledge, are now alive that have been licensed lottery office-keepers within the last 40 years?—Myself; John Roland Durrant, carrying on business under the firm of Hazard & Co.; Sir George Carroll, Thomas Swift, George Webb, John B. Allnutt, carrying on business under the firm of Martin & Co.; John Turner, William Thorowgood & Frederick Gye, for Richardson, Goodluck & Co.; Joseph Dudley Webb; Edward Eyton; John Capel, who was in partnership with Richard Cuerton; John & James Sivewright; Edward Browne.

1607. Is Sir George Carroll one of the present sheriffs?—Yes.

1608. Is Mr. Capel the late member for Queenborough?—Yes.

1609. How many licensed office-keepers were there in 1808?—Twenty-six.

1610. And after Mr. Perceval made his alterations, did the number of the licensed offices diminish?—Yes; they dropped down to 13 the next year.

1611. Are lotteries carried on greatly abroad, and are sales in them effected here?—They are carried on greatly abroad, and, I believe, to a large extent, are sold here.

1612. Cannot the sale of foreign tickets be prevented in this kingdom, and if not, why not?—It is impossible; the lottery tickets come by post, and through private hands; they are effected in a clandestine manner, and bought to a very large extent.

1613. Has not a law lately passed, prohibiting the advertising British or foreign lotteries unauthorized by Parliament, and giving publicity to them, and is the prohibition avoided, and how?—Yes; when the old law was in force it could only be done by the attorney-general, and they have now allowed it to be done by common informers.

1614. Cannot that be stopped in any way?—Not while the post office is open, and private letters are sent; nothing can stop the purchase of foreign lottery tickets but having one of our own.

1615. Do you know of any private lotteries now going on, or that have been recently, and for what objects; or do you know of any that have been drawn in the United Kingdom since the state lotteries were discontinued?—I have got a statement of lotteries in different parts of the kingdom, and at two o'clock to-day a private lottery is to be drawn, of which a member of this Committee, Mr. Hall, is one of the committee of management; it is to be drawn at two o'clock to-day; it is called the "Art-Union of London," the documents with respect to which I will hand in.

T. Bish, Esq.

15 May 1838.

[*The appended Documents were then put in.*]

THE ART-UNION OF LONDON.

The object of the Art-Union is to cultivate and extend a love of the fine arts, and to give encouragement to artists beyond that at present afforded by individual amateurs.

The successful establishment, both on the Continent and in Great Britain, of several societies having the same object in view, and differing only in the minor details of their respective plans, justifies a sanguine hope of the ultimate establishment of this society upon a basis which must ensure its effectual and permanent co-operation in the advancement of British art. For the accomplishment of this object the society have adopted the following plan:—

1. The Art-Union is composed of annual subscribers of one guinea and upwards.

2. The funds, after paying necessary expenses, are devoted to the purchase of pictures, drawings, enamels, sculpture, medals, or engravings.

3. Every member, for each guinea subscribed, is entitled to one chance of obtaining some work of art at the annual distribution.

4. The number of works of art which are to constitute the prizes drawn for at the annual distribution, and the respective value of such prizes, are determined by the committee according to the state of the funds at the closing of the subscription books of the year.

5. The drawers of these prizes severally are entitled to select, each for himself, works of art of equivalent value, from any of the following public exhibitions in London of the current year; viz. *The Royal Academy*; *The British Institution*; *The Society of British Artists*; *The Society of Painters in Water Colours*; *or the New Society of Painters in Water Colours*. If any subscriber should select a work of greater value than the amount of his prize, then such amount is applied in part payment thereof, the balance being added by the subscriber; if, on the other hand, the subscriber should not expend the full amount of his prize, the sum so unexpended is carried by the treasurer to the general funds of the next year: but all payments from the funds of the Art-Union must be made by the treasurer directly to the artist, the latter giving to the society a receipt of approved form.

6. The works so selected are delivered to the committee for exhibition, under such regulations, and for such period, as they may deem fit; and are thus submitted to the examination of the whole body of subscribers. After the exhibition, they are delivered to and become the property of the several prize-holders.

7. In addition to the equal chance annually afforded to each subscriber of becoming the possessor of a valuable work of art by the result of the allotment, it is proposed to set apart a certain sum every year, if the state of the funds permit, for the purpose of *engraving some work of art which shall have been purchased by the association; and of this engraving each member will receive one impression for each guinea subscribed.* The impressions will be distributed as soon as the engraving is completed. Existing associations have found by experience that the advantages of combination are so great as to enable them to produce an engraving, the market value of each impression of which considerably exceeds the amount of each subscription; and this notwithstanding they have devoted but a very small proportion of their funds to the purpose of the engraving.

The committee now invite the active co-operation of all who wish well to their object. Even with a very moderate degree of success they will be enabled to offer to every subscriber a direct and certain return for the amount of his outlay; and they have a confident belief that, in thus bringing a systematic artistic influence to bear upon a large number of persons, at regularly recurring periods, they are helping to prepare the way for the advancement of art even in its highest departments; for, if the history of the fine arts in past ages teaches plainly any one lesson, it surely is, that those arts will only flourish truly and permanently where they are of home-growth, and have wound themselves around the characteristic sentiments and feelings of the nation; thereby ceasing to minister merely to the luxuries of the favoured few, and becoming, rather, the perennial and increasing sources of enjoyment to the public at large.

Every plan, therefore, which, in its operation, has a direct tendency to extend the number of lovers of art, and to afford them increased facilities for the gratification and cultivation of their taste, must deserve both support and encouragement; and experience has already given its decisive testimony to the efficiency, for this purpose, of the plan here recommended.

The promoters of the Art-Union desire earnestly to see similar societies multiplied throughout the kingdom: were this the case a great increase of public attention to the importance of the fine arts, as a matter of national and universal concern, would necessarily follow; and it cannot be too constantly remembered that before art, in whatever path it manifest itself, can be duly honoured and its interests fairly protected, it must be generally and justly esteemed; towards this estimation such associations may in many ways effectually contribute.

In the mean time, the committee of the Art-Union of London invite those residents in provincial towns, and other parts of the country, who may approve the plan, but consider their own numbers insufficient, as yet, for the formation of separate societies, to forward their subscriptions to London, appointing one of their number to be the organ of communication, and to arrange with the committee as to the mode of selecting the works of art which may fall

to

to their share. The formation of provincial auxiliaries after this manner has eminently conduced to the present prosperity of the *Association for the Promotion of the Fine Arts* in the city of Edinburgh.

The committee add, for the information of those who may be unacquainted with the published report of their proceedings for the year 1836–7, that the sum of three hundred and ninety pounds was allotted for the purchase of thirteen pictures, and that the result of the allotment, and the pictures purchased by the several prizeholders, were as follows:—

No.	£.		By	Price.	Sums added. £. s. d.
1. Mr. Fielding	100	"The Lesson,"	T. Uwins, A.R.A.	100 pounds, from the Exhibition of the Royal Academy, (No. 42.)	
2. Mr. Manson	50	"Glengariff, Cork,"	Thos. Creswick	50 guineas, from the same, (No. 413.)	2 10
3. Mr. Prentis	50	"Pandy Mill, Falls of the Machno, N. Wales."	James Stark	50 pounds, from the gallery of the Society of British Artists, (No. 248.)	
4. Mr. Bosberry	25	"Near Newcastle Emlyn, Wales."	W. R. Earl	25 pounds, from the same, (No. 313.)	
5. Mrs. Paget	25	"Cour St. Amand, Rouen."	L. Haghe	25 pounds, from the gallery of the New Society of Painters in Water Colours, (No. 70.)	
6. Mr. Otley	25	"Shrimpers,"	J. Tennant	25 pounds, from the gallery of the Society of British Artists, (No. 170.)	
7. Mr. Brown	25	"View near Lyndhurst, Hants."	Miss C. Nasmyth,	20 guineas, from the same, (No. 529.)	
8. Mr. Morant	20	"Wood scene,"	James Stark	30 guineas, from the same, (No. 502.)	11 10 –
9. Mr. T. S. Nicholls,	20	[This sum remains unexpended in the Treasurer's hands, until next season.]			
10. Mr. Rothwell	20	"An Irish glen,"	J. A. O'Connor	50 guineas, from the exhibition of the Royal Academy, (No. 316.)	32 10 –
11. Mr. Sheepshanks,	10	"Lloyd's Pulpit, Festiniog, North Wales,"	James Stark	12 guineas, from the gallery of the Society of British Artists, (No. 472.)	2 12 –
12. Mr. Morant	10	"View in Italy,"	John Byrne	9 guineas, from the gallery of the Society of Painters in Water Colours.	
13. Mr. Wood	10	"Scene near Ivy-bridge,"	G. S. Shepherd	12 guineas, from the gallery of the New Society of Painters in Water Colours, (No. 109.)	2 12 –
Sum allotted by the Society	£.390			Sum added by Prizeholders £.	51 14 –

The pictures so purchased were exhibited to the subscribers in the month of August last.

COMMITTEE OF MANAGEMENT.—Henry G. Atkinson, Esq. F.G.S.; Charles Barry Esq.; John Ivatt Briscoe, Esq. M.P.; John Britton, Esq. F.S.A.; Benjamin Bond Cabbell, Esq. F.R.S.; N. W. Ridley Colborne, Esq. M.P; Charles Palmer Dimond, Esq.; Edward Edwards, Esq.; William Ewart, Esq. M.P.; George Godwin, Jun. Esq. F.S.A.; Thomas Griffith, Esq.; Benjamin Hall, Esq. M.P.; Benjamin Hawes, Jun. Esq. M.P.; Edward Hawkins, Esq. F.R.S. F.S.A.; Henry Hayward, Esq.; Henry Thomas Hope, Esq. M.P.; Thomas Mist, Esq.; George Morant, Esq.; George J. Morant, Esq.; Lewis Pocock, Esq.; Lord Prudhoe; Alexander Rainy, Esq.; W. C. Towers, Esq.; George Vivian, Esq.

Treasurers.—Benjamin Hawes, Jun., Esq. M.P.; Charles Palmer Dimond, Esq.

Honorary Secretary.—Edward Edwards, Esq.

Bankers.—The London and Westminster Bank.

The subscription lists for the year 1837-8 are now open, and will close on Saturday, 12th of May; the allotment of prizes will take place on Tuesday, the 15th of May. Subscriptions are received by Charles Palmer Dimond, Esq., treasurer, 10, Henrietta-street, Cavendish-square; by the honorary secretary, 35, London-street, Fitzroy-square; and by any member of the committee; at the London and Westminster Bank, 38, Throgmorton-street; and at the branch offices of the same, 9, Waterloo-place, Pall Mall; 155, Oxford-street; 213, High Holborn; 12, Wellington-street, Borough; 87, High-street, Whitechapel; and by Mr. Thomas Brittain, collector, 39, Grafton-street, East, University College.

ART-UNION OF LONDON.

Sir, 14, Regent-street, April 30, 1838.

I have the honour to inform you that the Second General Meeting of this Association will be held here on Tuesday, the 15th of May, at Two o'clock precisely, to receive the Report of the Committee, and to allot the prizes of the current year; when your attendance, and that of any of your friends, who may feel an interest in the objects of the Society, is particularly requested.

I have the honour to be, Sir,
Your obedient Servant,
Edward Edwards, Hon. Sec.

1616. Are not private lotteries injurious to the fair trader?—Very much so indeed.

1617. You say that the evils and abuses of lotteries were done away about the year 1809?—Mr. Perceval brought in his Bill, and then it was impossible to insure; the legal part of the lotteries never did any harm.

1618. What were the evils and abuses, and how were they suppressed?—I have particularly specified in my former evidence how they were suppressed.

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1619. In the evidence you gave in 1836?—Yes.

1620. Does the drawing of a lottery on one day prevent insurance?—Most assuredly.

1621. And why?—Because there is no certainty as to a given number coming up on a particular day.

1622. Is the drawing in one day advantageous or otherwise to the contractors and Government?—Disadvantageous to both, but it prevents insurances.

1623. Were the humbler classes purchasers of lottery tickets and shares, and do you know of any injury to them, either to their property or morals, by the legalized part of the lottery?—The lowest share was 23 *s.* up to 30 *s.*; and it was out of the reach of what is called the poor.

1624. Were the poor gainers or losers by the drawing of the legal lotteries?—Gainers, because a great number were employed in various ways, by the lottery office keepers, as clerks and agents.

1625. Not in the way of adventurers, but they were employed as servants?—Yes; they did not adventure, what are called the poor.

1626. But they were employed as servants?—Yes.

1627. Were the purchasers of licensed tickets and shares the same persons as those who gambled in illegal insurances?—I should say, decidedly not.

1628. Was the illegal part of a lottery connected with the legal; has the illegal ceased, as a matter of course, since that which was legalized has been discontinued?—There is no connexion, but the illegal arises out of it, and the illegal still continues up to the present moment.

1629. Did the purchase of licensed tickets and shares create excitement in the public mind, to the injury of the purchasers, in any way?—I should think not; if you bought a ticket, it was months before it was decided, and when once over, you could not do any thing for months afterwards.

1630. Do they adopt lotteries in foreign countries for improvements, national works or other matters connected with the state?—In my former evidence that was a great deal considered. In America they build churches, roads, bridges and hospitals, and clear swamps, by means of lotteries. In Austria, a great variety of improvements and national objects are carried into effect through the means of lotteries.

1631. Cannot insurances be effected when lotteries are drawn all in one day?—It is impossible.

1632. Were insurances ever carried on in Edinburgh, or in any town or village in any part of England, Scotland or Ireland?—Never, that I know of, except London and Dublin.

1632.* What was the amount of profit the Government got by lotteries, on the average, each year?—Three hundred and twenty thousand pounds, some odd pounds.

1633. For how long a period before lotteries ceased had that average continued?—About 30 years; in page 54 of my former evidence, I proved by official documents that Government got about 11,000,000*l.*

1634. Was that the only profit Government got by lotteries?—At the same page of my evidence, I mention that the incidental profit was perhaps a third, or half as much more.

1635. Was that for stamps and for advertisements?—Including advertisements, postage, stamps, licenses, &c.

1636. Was there any insurance carried on by the office-keepers or other persons in the late Glasgow lottery?—Most assuredly not.

1637. Were those lotteries so arranged and conducted that insurance could have been effected on them, if insurance was practicable now in state lotteries?—They were precisely the same as the old state lotteries would be, with only the change of the name.

1638. In the event of lotteries being resumed for national objects, would they be, in your opinion, popular, and do you consider they would be equally popular if resumed for the state, as heretofore?—I am sure they would, and I have heard many persons who were adverse to their being used as a source of revenue to the state, say that to promote such objects as are in view by this Committee they would be unobjectionable, but that they should object to them for the state as formerly.

1639. Do you think the public generally are favourable or unfavourable to the system of lotteries?—I should say they are favourable.

1640. In your opinion, does the number of persons unfavourable to lotteries increase

increase or diminish?—The odium that was against lotteries has worn off wonderfully.

1641. How much money might be raised per annum by lotteries for public improvements?—From 150,000*l.* to 200,000*l.*

1642. Would the public revenue derive advantage from the resumption of lotteries, independently of what might be obtained for national works?—The revenue would gain all the incidental profits of postage, and licenses, and stamps, the same as the old state lotteries.

1643. Would the resumption of lotteries cause many persons to be employed by the contractors, office-keepers or their agents?—Certainly; there would be 1,000 persons at least employed.

1644. In the event of lotteries being resumed, how should you advise their being conducted?—There should be some little alteration made, under the sanction of Government, which would make them better and more satisfactory.

1645. How often in the year would you advise a lottery to be drawn, and how many tickets should you propose that each lottery should consist of?—Twice a year, and of 20,000 tickets each.

1646. Were not lotteries drawn too frequently, and if so, why were they?—The Government wished to cut up the goose too much, in order to realize the profits too often, very much against the wish of the contractors and the lottery-office keepers.

1647. Did not their frequency disgust and add to the impression that was abroad against them?—Very much so, because we were obliged to resort to such means; we were obliged to say that the lotteries were to be drawn all to-morrow; and then the next day a new lottery came out; it came too quick upon us.

1648. Would the revival of British lotteries reduce the sale of foreign tickets in England?—Before the discontinuance of the lotteries here, it was hardly known for a foreign ticket to be sold, but it is now carried on to a great extent.

1649. Would it decrease the number of private lotteries; and by what means?—Very much so; it would decrease them, because there were lottery agents appointed, and it was their interest to stop them; they wrote to the office-keepers, and they interfered.

1650. Were not private lotteries occasionally authorized by Parliament?—Yes, and several were mentioned in my former evidence.

1651. If British lotteries were resumed for national works, would not Parliament be applied to to grant private lotteries?—No doubt; but it would be for them to say whether they would grant them.

1652. Do you think, in the event of lotteries being revived in this country, that many English lottery tickets would be sold abroad?—Yes, a very large number indeed would be sold abroad.

1653. Have not French lotteries been abolished, and why?—They have, because they were entirely a system of gambling; they never had more than 90 numbers and always the same numbers, No. 1. up to 90.

1654. Were the French lotteries ever conducted at all like those of England?—No.

1655. In what way did the French and English lottery systems differ?—In France a lottery was drawn about every ten days *somewhere*, there being five cities selected for that purpose, which were (I believe) Paris, Lyons, Bourdeaux, Strasbourg and Lille, but the *gambling* (as it really *was there*) took place in every town and village in the kingdom, and there was as much lottery gambling business done in Paris when the drawing took place at any of the other four towns, as in the town where the drawing occurred, and *vice versa*; and their lottery was this: they had 90 numbers (never more), No. 1. to 90, out of which they drew five, and on the coming up of these, the odds were betted by the Government from as low an adventure as one franc up to one million or more, in the following manner, as far as I can recollect: to name one number the Government returned 15 times the stake; to name two numbers 270 times the stake; to name three numbers 5,500 times the stake; to name four numbers 75,000 times the stake: if one only of the two came up the adventurer got nothing, and if two only out of three, and so on, the same result: and this system held out as great inducements to the rich man materially to injure himself by the great apparent return for small risk, as the temptation held out to the poor man by the very small sums it permitted him to venture: the English lottery, on the contrary, had but one drawing in three or four months, and the lowest sum that could be risked was considerably above the means

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of that class to whom, formerly, insurance was the only mode open of their speculating in the lottery; with regard to the upper classes, also, the English lottery could never be supposed to hold out inducements for any individual to make a ruinous adventure, as the usual cost price of an entire ticket, varying as it did from 18*l.* to 25*l.*, by which might be gained from 20,000*l.* to 50,000*l.* seldom induced any one to go beyond that stake.

1656. Is insurance carried on here in the foreign lotteries?—Not any.

1657. Is illegal insurance carried on *now* in little-goes, and would a resumption of British lotteries increase or diminish their number?—In Mr. Hesse's evidence in 1836, the Government Secretary states that little-goes were going on largely, and he also said that the resumption of lotteries would diminish them.

1658. Did you ever know of persons adventuring large sums, and to what amount, in the purchase of legal tickets and shares?—I have known persons advertising; I have had as much experience as any body, and I think I never knew more than three persons take a larger amount than five tickets.

1659. Are foreign lotteries more advantageous to the Government, the contractors or the public, than those of England?—I believe, in foreign lotteries the Government get a much larger per-centage, and the public less advantage; I do not know any thing with respect to the contractors.

1661. Has any return been laid before Parliament of the number of persons convicted or tried for illegal practices, as connected with the lottery system, since that period?—I moved for the return when I was in Parliament, and it was said that there was no document in that department from which that account could be prepared.

1662. As you have been in Parliament, what, in your opinion, was the impression of the House, during the period you were a Member, relative to the lottery system?—I never introduced the subject myself, but many persons spoke to me on it, and every one who spoke to me said how ridiculous it was to let the foreign lotteries go on, and not let us have the advantage of it here; and most persons thought it was a great nuisance, the outcry against the lotteries.

1663. Were the persons to whom you alluded in that answer Members of the House?—Decidedly so; I am speaking of the Members.

Mr. *John Perry*, called in; and Examined.

Mr. *J. Perry.*

1665. *Chairman.*] WHAT profession are you?—An architect.

1666. Do you produce a plan to the Committee for improving the roads from London and Westminster to Chelsea?—Yes.

1667. State the first part you wish to call the attention of the Committee to?—I will state at first, that the right hand of the plan, where there are the letters, refers to the King's-road, and the figures refer to the Belgrave-road.

1668. Now begin?—No. 1 is the line where Ebury-street is the first point; the houses which project out we propose to take down, making it in a line with the end of the Royal Hospital-road.

1669. What are the value of those houses?—About 150*l.*

1670. What would it cost to make the alteration?—One hundred and fifty pounds.

1671. What is the next?—In passing through Chelsea Hospital, up the footpath of the hospital.

1672. Have the Government been consulted upon that?—Some short time ago we drew up a memorial to the Government, but it has not been presented; we have 600 names for that particular part.

1673. Then is the expense that will be occasioned by that, supposing the Government parted with the property, more than making the road?—No.

1674. What is the next?—No. 3, the corner of Paradise-row and Cheyne-walk.

1675. What do you propose there?—You must take five houses down there.

1676. Now, what is the next?—That is No. 4, a small embankment of the river; there is a projection already known as Bennett's Wharf; the projected embankment extends to the same line as Bennett's Wharf. I will proceed then to No. 5, commencing at Chelsea old church to Battersea-bridge; it is a very contracted part; we take down the whole of the houses from Chelsea old church to Battersea-bridge.

1677. Is

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1677. Is the width proposed to be the same on the whole line?—No; a part is to be wider.

1678. How wide is the first part?—Not less than 50 feet in any part; some parts will be 80 feet.

1679. That is where the embankment is?—Yes.

1680. Now will you proceed with the next?—At No. 6, where there is at present a projection in the road which is proposed to be removed, called Lindsey's Wharf, and a continuance of the same number is a narrow wharf called the World's End, forming a piece of vacant ground, and we take down the corner at the Baron de Berenger's, and then to meet the King's-road, and we propose to take off one house, late the toll-bar, to make the road the same width as the rest, namely, 50 feet; and then the numbers discontinue and the letters begin; I have marked letter A. at the east end of Sloane-square; we take down the buildings in the occupation of a coach-maker, and letter B. are the grounds and buildings belonging to the Royal Military Asylum; on the opposite side is Colville's nursery, and we take a portion of it; in order to make the road straight on the opposite side, a part is required to be taken off; the next improvement is opposite Downing's floor-cloth manufactory; there is a portion taken off there on the same letter; so from Smith-street onwards to Queen-street, with the same letter; a portion of the fore-courts of the houses from Manor-terrace to Chelsea old burial ground are taken down; and then we pass on to letter C.; at the corner of Church-street we take down houses on both sides of the road, and the fore-courts of the houses up to the Man-in-the-Moon, and then we come up to letter D; three houses opposite the Man-in-the-Moon are taken down, and we proceed through the Baron de Berenger's field, meeting the road where we left off at the figures; letter E. is the next, the wall and ground of Ashburnham-house, and the gardens of Mr. Fuller and the wall of Mr. Stanley, up to the bridge across the Kensington Canal, taking down, in the line of the bridge, the Vine Cottage, and Sandy End, across through the gardens of Vine Cottage in a line with the road opposite the Peterborough Arms, taking in the road part of Elbrook; then to take in a part of the common, to fill in a portion of the pond at Parson's-green, to take off the corner of the malt-house, and widen the road on the opposite side from Joy Cottage to Esborne's-corner, and to continue the widening to Mr. Faulkner's house, to make a new road from the end of Elysium-row, through Mr. Roy's field, passing the back lane, and through Mr. White's stone potteries, coming out between the Golden Lion and Mr. White's private residence; there is a space there of about 50 feet; we then take down two old houses, which are not of any value, adjoining the King's Arms, and part of a malt-house, and we take down two houses opposite Huddinot, the blacksmith, and take off a portion of Mrs. Barnard's ground, which leads directly to the bridge.

1681. Can you give an estimate of the whole of that?—We have estimated it at about 50,000*l.*, taking it from Sloane-square to Fulham-bridge, being a distance of six miles, including the water-side road, which we have described; four miles one and two the other.

1682. Have you applied to the Metropolitan Road Commissioners?—We had intended to apply, but on the day of our intended application there was no board, and they do not meet till the 25th, and we are to meet them on the 25th.

Mr. *John Henry Taylor*, called in; and Examined.

Mr. J. H. Taylor.

1683. *Chairman.*] WHAT plan is this which you wish to produce to the Committee?—A plan of the improvements for Westminster and elsewhere.

1684. How far do you extend these; into what parishes do they go?—In the parishes of St. Margaret and St. John; the red is in the parish of St. Margaret, and the blue in the parish of St. John.

1685. This is altogether a different plan from that produced by Mr. Mee?—Perfectly.

1686. Is this a plan of the Westminster Improvement Company?—Yes, it is.

1687. The money for the effecting of which is to be raised in shares?—Yes.

1688. State to the Committee the number of the shares, and the amount of them?—The prospectus states, that 750,000 *l.* are required to carry into effect this plan, which has been enlarged by an extension of it over the north-east portion of the property next to Westminster Abbey; and the expense of the portion coloured red would be 950,000 *l.*

Mr. *J. H. Taylor.*

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1689. Does that sum of 950,000 *l.*, which you have stated as the expense of that portion coloured red upon the plan, does that include the good-will and every expense, the purchase of the freehold?—Yes, the purchase of the fee-simple; the part coloured blue, at the east-end of this plan, is the site of the new houses of Parliament.

1690. From that, where do you commence to take down any property?—A street is proposed from the west end of the abbey, having a view of the abbey all the way, a street 100 feet wide, terminating with Arabella-row and Grosvenor-place, Pimlico.

1691. What length will that street be?—I think it will be somewhere about 5,000 feet.

1692. Can you give the Committee any reason why the street should be so wide as 100 feet?—I think it will be a street of very great thoroughfare, from the Grosvenor property at Pimlico, to the Houses of Parliament; and I happen to know that in Parliament-street, which is now a very great thoroughfare to the Houses of Parliament, the road is 39 feet, and the pavement 10 feet wide; the width altogether, from house to house, is 70 feet.

1693. Where do you commence the improvements, opposite the abbey? Do you take down a part of Tothill-street?—We propose clearing the whole of the property, beginning at the corner of Tothill-street.

1694. Between Tothill-street and where?—From the line of street north towards the park; the whole of Tothill-street to be swept away.

1695. The whole of the buildings between Tothill-street and the park are to be swept away, by your plan?—Yes.

1696. Does any portion of the buildings remain between Broadway chapel and the park?—No.

1697. Does any portion of the buildings remain between the Grey-coat school and the park?—Yes.

1698. Great Peter-street remains untouched?—Yes, it would be from the site of new Pye-street.

1699. You do not take down Mr. Wood's brewery?—No.

1700. Where is Emanuel Hospital?—Here; that is proposed to be taken down.

1701. Sir *R. Inglis.*] How many houses altogether do you take down?—I cannot state the exact number of houses; I can inform you of the valuation; I have been over the houses, but I did not think it important for the persons for whom I took the survey to take the number of houses.

1702. Then you cannot state the population to be dispossessed?—No.

1703. Can you state to the Committee the number of houses in the part marked blue, the part in St. John the Evangelist?—Yes.

1704. What number?—Six hundred.

1705. By what number of inhabitants are those occupied?—I cannot say.

1706. What is the general character of those houses?—Of the lowest description, those in Duck-lane and Pye-street.

1707. Is there good-will to a great extent there, which it would be necessary for the company to purchase?—Certainly, no extent of tenure to any of them; there are some public-houses and some other houses of some standing, where the good-will would be required to be purchased; we have calculated 50,000 *l.* for the good-will.

1708. You say that you have calculated 50,000 *l.* as sufficient for the purpose of purchasing the good-will?—Yes.

1709. Does that 50,000 *l.* form part of your estimate of 900,000 *l.*?—It does not include that portion of the improvement marked blue, namely, that portion in the parish of St. John the Evangelist; in the other portion, I have included the 50,000 *l.* for good-will.

1710. Can you state to the Committee what would be the cost of the proposed improvement in the parish of St. John?—Two hundred and fifty-six thousand pounds.

1711. Is that the first estimate, or is it the estimate after taking into the account what might be raised from materials on the one hand, or from ground-rents on the other?—It is the first estimate, without any deduction.

1712. *Chairman.*] Where is the proposed new street?—The proposed new street

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street comes through St. John's parish, extends to Wood-street, in a line to Abbey-street.

1713. What width is that main street to be:—Ninety feet wide.

1714. Mr. *Barnard.*] Is that the lowest part of Westminster?—Yes.

1715. Where the soil would entirely drain into it?—Yes; the whole of this property is to be removed.

1716. Sir *R. Inglis.*] Are the Committee to understand that the Westminster Improvement Company have not adopted the plan suggested by Mr. Wason, but, in preference, have taken the plan now on the table of the Committee?—Yes, certainly.

1717. *Chairman.*] Is Elliott's brewery to come down?—It is proposed to have a façade at Elliott's brewery, in the estimate of the 900,000*l.*

1718. It is not intended to be taken away altogether?—No; we propose taking down the back buildings, but not the main buildings of Elliott's brewery, and to have a façade in the front of the brewery, uniformly with the street, preserving the present entrance, namely, at Castle-lane.

1719. Do you expect Government to assist you, with regard to the removal of the brewery?—No; but I am sure, from the communication I have had with Mr. Elliott, and the description that has been given of the extent of ground, it might be advantageously let for building.

1720. As you do not intend to take the brewery away, which was a thing required by Government, in connexion with the Palace, you do not expect any money from Government for this purpose?—No, I say it would be desirable for the company to take this property.

1721. Now what do you deduct from the whole of that which you have put down, the 900,000 *l.* and the 256,000*l.*; what do you deduct for ground-rents, and what are the returns?—The outlay of those two sums, to produce $4\frac{1}{2}$ per cent. to the company, as possessing freehold ground-rents, and received on the number of feet of frontage to be let for building purposes, would make an average of the whole frontage for building the private houses next the park for the proposed two streets, one to have a frontage of Westminster Abbey, and the other going from Wood-street and the Horseferry-road; the 1,200,000*l.* outlay, which at $4\frac{1}{2}$ per cent., would produce 54,000*l.*, and when that comes to be received on the quantity of frontage let, taking it at 23,000 feet, it would make an average of ground-rents at per foot, upon all the streets, of 45*s.*

Mr. *Henry Rhodes*, called in; and Examined.

Mr. *H. Rhodes.*

1722. *Chairman.*] WHAT are you, Mr. Rhodes?—I am jointly attached architect in the office of the Commissioners of Her Majesty's Woods, Forests, Works and Buildings.

1723. Have you been employed by the Commissioners of the Woods and Forests in the valuation of different properties?—I have.

1724. You have heard the evidence given to-day by the Westminster Improvement Company; will you give your opinion as to its feasibility, its usefulness and general benefit?—It is a very liberal and magnificent plan, but I think it has overlooked some very important considerations.

1725. State to the Committee what they are?—One important one, it appears to me, is, that a much finer one might be made by taking a regular avenue; I think you could make a straight vista from the abbey, instead of taking an oblique one; and the barracks are not shown by this plan, and I think it would be a very great obstacle to the comfort of the families; the soldiers with white jackets, playing at foot-ball, and the appearance of the barracks, it would be a very objectionable thing indeed; another objection is, that the plan, without the smallest occasion, destroys a very fine venerable building, Emanuel Hospital, the alms-houses founded by Lady Dacre; and I am of opinion that those buildings could not be replaced on the ground under 40,000*l.*; it only wants a little repairing, and it is a very fine feature indeed; Mr. Wason's plan took a segment, partly perhaps with a view of bringing some unimproved land into action, which he thought it was possible to do, but such oblique street must be the most expensive, and the worst, in fact, that could be possibly laid down; and I have in the report which you have before you (though it did not appear to me to be my duty to descant on the demerits of that plan—I saw the interest

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which Mr. Wason must necessarily have in the favourable reception of that plan), I have stated a plan more beneficially for Mr. Wason than his own, very much.

1726. Sir *R. Inglis.*] Has he any personal interest in it?—He has bought lands about Palmer's Village; he has purchased them speculatively here and there; he has been speculating very largely in the lands about that spot; this plan is merely collateral of Mr. Wason's plan; I framed this plan correctly; I could not identify the property without making a collateral plan; I understand that Mr. Bardwell stated the expense of purchasing the property on this line would amount to 150,000 *l.*; I have in my report stated that it would amount to pretty nearly half a million, and I have not done this vaguely, as I shall be able to show: Mr. Wason gave a detail of the project, coming up to Strutton Ground; and then he hoped Government would take it up from thence for a moderate sum.

1727. Mr. *Barnard.*] From what you know of Mr. Wason's plan, you consider that it would cost more than 150,000 *l.*?—Yes; Mr. Bardwell, who was employed for Mr. Wason, stated that, having laid out the line, it would take 150,000 *l.* to form it, and I have stated that it would cost very nearly 500,000 *l.*; I should remark that upon Mr. Wason's line he leaves Elliott's brewery on the east, which I have heard say that, 10 years ago, when Mr. Elliott was applied to, to know whether he would sell it, I have been told, by common report, he asked half a million of money for it.

1728. Is that touched in this plan?—Yes, it is; I was told that Mr. Elliott would give a road, provided it went through in a manner that he was satisfied with.

1729. Is that included in your plan?—No; in my survey I have considered that I was not to look at any particular personal or individual interest; I looked at what was the fair working out of the plan; taking the course suggested by Mr. Wason, would pass across the Broadway chapel, and the burial-ground, and the consequence would be that the parish must be furnished with another plot of ground and a sum of money to erect another chapel; and I should observe that all that ground is teeming with human beings; and an idea of making a public road across that and the chapel built in the reign of Henry the Eighth, makes one shudder to think of. By my plan we avoid that; we do not interfere with the Broadway chapel and the Emanuel Hospital; the workhouse belonging to St. Margaret's parish and St. John's parish must be displaced; and another objection to the beauty of such a line is, that in all the houses along it they cannot see the abbey; you do not see the abbey towers at all, and in order to connect it with Grosvenor-place you must take other property, not very valuable, but not of an old date, belonging to the Marquis of Westminster.

1730. *Chairman.*] I think you stated, that the line proposed by Mr. Wason would cost 440,000 *l.*?—Yes.

1731. And then you deduct 15,000 *l.* for ground not required, making together 425,000 *l.*?—Yes; when the Commissioners of Woods and Forests directed me to make this survey, seeing that it was fraught with many difficulties, I gave my attention to make a plan which I thought might obviate those, and be an improvement generally; and I have a separate plan, which I can show; I not only took the plan, but the levels, in all directions across the property, in order to give the levels of the land.

1732. Is this the plan you produce now?—No; this is only a collateral plan to show the levels; this is my own plan, No. 1, which I made to lay before the Commissioners.

[*The Plan was then put in.*]

Francis Whishaw, Esq., called in; and Examined.

F. Whishaw, Esq.

1733. Sir *R. Inglis.*] IS this the viaduct which you proposed at Holborn hill?—Yes.

1734. On a former day you delivered in the plan now before us?—Yes.

1735. Do you desire to make any further statement?—Yes, I said a very little on that occasion; I was merely describing the lines, and just giving the inclinations when the Committee adjourned.

1736. Are you now prepared to state the inclinations and the ascents at Holborn-hill and at Skinner-street?—Yes; the inclination from the point of junction, commencing at Fetter-lane, for the first 165 feet, there is a fall of

1 in

1 in 52; for the next 70 feet, 1 in 35; for the next 112 feet, 1 in 25; then 93 feet, 1 in 18; then 43 feet, 1 in 19; then 51 feet, 1 in 14·33, a very dangerous inclination, indeed, at the bottom, and horses are falling down there almost every day. Then the next is 51, 1 in 14½; then 95 feet, 1 in 15·83; then 58, 1 in 17·84; then 90, 1 in 33; then 46, a rise of 1 in 92, where Skinner-street commences; then 56, 1 in 37·33; then 76, 1 in 20·87; then 93, 1 in 24·21; then 92, 1 in 27; then 59, 1 in 18·67; then 81, 1 in 23·82; then 82, 1 in 22·50; then 76, 1 in 22·89; then 101, 1 in 31; then 131, a rise of one foot, which brings us to the top of the Old Bailey.

1737. But the viaduct which you propose, of which you have exhibited a bird's-eye view, preserves nearly a uniform level from point to point?—Very nearly, from the commencement; at the end of Fetter-lane to the east side of Farringdon-street it is perfectly level; and from the east side of Farringdon-street to the Old Bailey there is a fall of 1 in 73, and the whole might be raised so as to get a uniform rise of 1 in 300.

1738. What would be the expense of the purchase of the houses on the red line upon the second plan, which was exhibited to the Committee at the same date to which you have already referred?—The value of the property is 129,326*l.*

1739. Is that the original estimate, without deducting the amount of the materials of the houses to be sold, and on the other hand any improved ground-rents which you might be able to sell of the frontage?—It includes merely the deduction for the materials.

1740. You have given the different inclinations between the northern end of Fetter-lane, in Holborn, and the Old Bailey; what is the lineal distance between the two points, taking the present communication and comparing it with what you propose?—By the present communication it is 573 yards, by the circuitous line it will be 626 yards, taking the horizontal distance between the two termini; making a difference of 53 yards.

1741. Is there a considerable amount of good-will for public-houses or shops, to be purchased in the line which you propose to take?—There is not.

1742. Does the property belong chiefly to some one great proprietor?—There are great proprietors in the circuitous line, first of all Christ's Hospital, which extends from the east end of Angel-court to Seacoal-lane: and then from Seacoal-lane to Farringdon-street; the Armourers' and Braziers' Company: and on the western side of Shoe-lane, extending to New-street square, the property belongs to the Goldsmiths' Company; and the city is also interested in Farringdon-market; and the remainder belongs to different individuals.

1743. What proportion of the whole belongs to these four proprietors to whom you have referred?—About three fourths.

1744. Will you state to the Committee what is the amount of traffic passing daily between the two termini of Fetter-lane and the Old Bailey, through Skinner-street and Holborn-hill?—I can state the traffic, having taken it very carefully four years ago, at different hours on different days, so as to get a fair average of the amount of traffic; the numbers are, of pedestrians 20,000,000 in a year; 876,640 equestrians; 157,752 hackney coaches; 372,470 carts and waggons; 78,876 stages; 82,258 carriages; 135,842 omnibuses, greatly increased; 460,110 chaises and taxed carts, and 354,942 cabs.

[The Committee then entered into the consideration of the question as to the rebuilding of the Royal Exchange.]

Martis, 22° die Maii, 1838.

MEMBERS PRESENT.

Mr. Pendarves.	Mr. Clay.
Sir De Lacy Evans.	Lord Lowther.
Mr. G. Palmer.	Sir R. H. Inglis.

MR. HERRIES, IN THE CHAIR.

Francis Wishaw, Esq., again called in; and further Examined.

F. Wishaw, Esq.
22 May 1838.

1745. *Chairman.*] YOU have stated to the Committee your estimate of the value of the property that would be necessary for the purchase of the houses upon the line marked red, upon the second plan proposed by you; will you have the goodness to follow out that statement by informing the Committee, as nearly as you can, the probable total expense of effecting that improvement?—In addition to the value of the property, the cost of the viaduct would be 67,358 *l.*; I propose to raise Farringdon-market, the whole of it, so as to make another market similar to Hungerford-market, which would be accessible to all that go along the new thoroughfare, the old one being left as it is, or made to suit another purpose, which I will explain presently.

1746. What would be the expense of that?—Twenty thousand pounds would be the expense of altering the market. These sums together make 216,684 *l.*

1747. That constitutes then the total outlay which you estimate would be required for effecting that change?—Precisely.

1748. What returns have you to set against that?—I have not taken sufficient ground for building houses upon; I have taken merely enough to build the viaduct; but there are so many ins and outs, which, added together, present a frontage of 16,070 feet, at 30 *s.* a foot; it averages 21 feet deep on each side, that would produce 2,505 *l.*, and taking that at four per cent. the value would be 62,625 *l.* to deduct from the 216,684 *l.*

1749. You consider that the sum you may set off against the expense which you stated in answer to a former question?—I do.

1750. Leaving the total ultimate expense, what sum?—Leaving the total expense, 154,059 *l.* I have, I think, pretty well ascertained that the city would be entirely against having a toll. If a toll were allowed at the bridge, crossing Farringdon-street, the number of equestrians, hackney coaches, and so on, leaving out pedestrians, would be 1,729,890 *l.*; and taking only half that sum, it would be 864,945 *l.*, at a penny each. There is another plan I propose, which is, to remove Newgate-market to the lower part of Farringdon-market. Newgate-street, already very narrow, is frequently narrowed to half its width by country carts, laden with provisions for Newgate-market; the site upon which that market stands would be exceedingly valuable for warehouses and shops, adapted for the book trade, being quite close to Paternoster-row; the lower part of Farringdon-market, conveniently altered, would afford abundant space for all the trade of Newgate-market, and sufficient room for the country waggons, besides having a very wide approach in Farringdon-street.

1751. Have you any thing further to state upon the line of communication between Holborn to the Old Bailey, which, upon the plan which you have laid before the Committee, is coloured blue?—I had always considered that the property there was too valuable for any improvement to be made in that direction; but having gone over it lately, I find the result to be very different. The distance by the direct or blue line is 576 yards, and by the present route 573, making only a difference of three yards.

1752. You

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1752. You suggest this line of communication, to which you are now adverting, as preferable to that concerning which you have been giving evidence previously to the Committee?—I do.

1753. Have you formed any estimate of the expense of effecting the communication to which you are now alluding?—I have.

1754. Will you state it to the Committee?—The viaduct by this line would cost 56,350 *l.*, the property 142,000 *l.*, making together 198,350 *l.*; from which there would be to deduct the improved ground-rents, 40,025 *l.*, leaving the total cost, 158,325 *l.*

1755. Sir *De Lacy Evans.*] Then this is rather more expensive, is it?—It is 4,000 *l.* more expensive than the circuitous route, but it is much preferable on account of the directness of it.

1756. But with reference to the descent and ascent, is it not greater?—No; the levels are precisely the same from one end to the other.

1757. It is to be regretted, then, that you had devoted your time to the previous plan, if you consider this to be without doubt the preferable one?—I consider this for the public as decidedly the best; I always looked to the other line with regard to improving that market, which is quite a dead letter in the city, and I always thought that would make the city prefer that line to the other.

1758. What description of property does the blue line pass through; I mean whether it belongs to private individuals, or companies, or portions of the city, as is the case in the other?—The blue line belongs to a great number of proprietors; private property.

1759. That would, perhaps, augment the difficulty?—It might.

1760. Then how much shorter is this line than the other?—Fifty yards.

1761. And nearly a similar level?—Yes, the level would be nearly the same: to cross the different streets there would be a few feet difference of elevation, the elevation over Farringdon-street is so considerable.

1762. What are the grounds of your preference of this plan?—Its directness, and being shorter.

1763. No other?—No.

1764. There is a drawback, however, from the property being divided among a great number of private individuals?—Yes, and there being two or three very valuable properties, such as Woodfall's Printing-office, the Angel Inn, and Thavies Inn.

1765. You have estimated for them?—Yes.

1766. Does it occur to you to state any thing else which can further explain the plan?—I am not aware that I can throw any more light upon it. I certainly should wish to state, if I may be allowed, that it has been considered one of the most desirable improvements that could be effected. I may add, if either of these streets were carried into execution, the width would be 50 feet, which is the same as Skinner-street.

1767. Mr. *Palmer.*] I understand that you have only taken an average of 21 feet on each side of the roadway in this proposed red line?—Yes.

1768. In taking only 21 feet, have you done that, considering it would be the more economical plan of proceeding, taking into account the first expense of purchase, as well as the return that might be expected from the value of the frontage afterwards; or have you taken it merely without considering whether it would be the most economical plan or not?—Yes, I merely took it in the latter way, without considering that. I am quite persuaded, if greater depth of ground on each side were taken, it would be more economical.

Mr. *Henry Rhodes*, again called in; and further Examined.

Mr. *H. Rhodes.*

1769. *Chairman.*] YOU have had under your consideration, I believe, a plan proposed for the improvement of the communication between the Houses of Parliament and Pimlico?—I have.

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1770. Upon a former occasion, you afforded some information to the Committee upon this subject, more particularly with respect to the estimated expense of it?—I made a report which passed through the Office of Woods and Forests, and which report was forwarded to this Committee, I believe, and I understand is printed; it was a very elaborate report, from an actual survey of the whole of the property.

1771. Mr. *Clay.*] Did that report to which you now allude refer to a plan submitted by Mr. Wason to the Treasury, and by the Treasury referred to the Woods and Forests?—Yes, it did.

1772. Then any estimate contained in your report, to which you have now alluded, would not apply to the plans for improvements in Westminster, recently submitted to this Committee?—No, it would not at all.

1773. Are you aware that Mr. Wason, and the parties with whom he acted, have now coalesced with certain other persons who projected improvements in Westminster, and that the plans recently brought before this Committee are the results of an union of the plans of those different parties?—I do not know how this last plan has been made up, under what circumstances, but I understand the former projected street is entirely abandoned, and this is now brought forward by the parties who were always acting separately from each other.

1774. There is now, in short, but one plan of improvement which it is in the contemplation of any parties to bring forward?—Yes, I understand there are two plans.

1775. Will you state what they are?—There is a plan which Mr. John Henry Taylor and another gentleman have submitted; they produced it before the Committee last Tuesday; and there is another plan by Mr. Mee and an associate.

1776. Have you seen both?—I have not seen Mr. Mee's.

1777. *Chairman.*] Are you prepared to offer any opinion upon the plan for improvements in Westminster, submitted to the Committee at their last meeting?—Yes, I had begun to do it when my examination was adjourned.

1778. Will you have the goodness to state those opinions to the Committee?—The object of my plan was to show that it would be more eligible, both for beauty and convenience, that the communication should be made in a straight line; I think a straight vista from the Abbey would be a much more magnificent thing than a street running obliquely from the towers of the Abbey. In order to be sublime and magnificent, it would be much finer if it had a mall in that way, looking directly to the Abbey; it would be infinitely more beautiful than it could be if seen obliquely.

1779. Are your observations directed entirely or principally to what would be beautiful or sublime, or do you take into consideration what would be useful as lines of communication?—Most decidedly this would be in my opinion infinitely more useful, because I get transverse lines for the convenience of the public to go to Bridewell and to the Vauxhall-road, and I think the merits of that plan are as much for utility as for beauty. I think an oblique line is not so good as a direct avenue from the towers of the Abbey would be; I also think the transverse communications might be better considered than they are in this plan; I also have to remark, that this plan does not show the new Wellington barracks, the head garrison of London. The new chapel is shown upon it, but the main building of the garrison is not shown at all. It would be highly objectionable, under this arrangement, that one of these squares should look immediately upon the rear of that barrack—the back ground of the barrack where the coals are taken in, the soldiers jackets are hung out, the soldiers are playing at football, and so on; the nuisance of that at the rear of one of these squares would be very great indeed. They have put the chapel in this plan, but they have not shown the barrack, evidently suppressing it because it goes against their plan.

1780. Sir *De Lacy Evans.*] Have you made any estimate at present of the expense which would be incurred in carrying this direct line into execution?—I have not.

1781. Mr.

Mr. *H. Rhodes.*

22 May 1838.

1781. Mr. *Palmer.*] Is not the great objection to this part of Westminster, the peculiar lowness of its situation, from which there is a difficulty in draining it?—Yes.

1782. Then in any of these new plans, is there any proposition for completely draining this part of Westminster?—My plans are made with a view to the completely draining the whole of Westminster.

1783. Were not the other plans likewise founded upon the same principle?—Yes, certainly.

1784. Am I to understand that it is practicable to drain this part of Westminster into the river by any sewer?—Not by any sewer, except by tide-valve sewers.

1785. It is only practicable by sewers, with tide-valves at their mouths?—Yes.

1786. How do these tide-valves act in a very heavy fall of water?—They act as reservoirs.

1787. Then these tide-valves would have reservoirs to receive water during the time the tide was up?—Exactly.

1788. Would the quantity of water which falls occasionally in heavy storms of rain be such as to endanger the overflowing even of these reservoirs?—No, I think they might be so constructed as to receive so much as would fall into them between tide and tide.

1789. Can you tell me about the extent of ground which, from the lowness of its situation, would be necessarily drained by these tide-valves only?—The great sewer, called the King's Scholar's-pond sewer, is drained now upon the same principle, and would make a part of the same system of drainage.

1790. Over what extent of ground is that?—It comes down the Green Park, drains Buckingham Palace, and goes through Pimlico to the Vauxhall-road; that takes the western portion, this would take the eastern portion. That is the great sewer from Hampstead-hill.

1791. Sir *De Lacy Evans.*] Are you of opinion that, unless the whole of this plan be taken into consideration, and some means established for carrying it into execution, sooner or later, the attempt to commence the line we are chiefly disposed to discuss, without the expectation or the grounds of expecting our being able to carry the whole plan into execution, would be useless?—I am decidedly of that opinion.

1792. Are you of opinion it is useless for us to enter upon the discussion of effecting the main line now under contemplation, or the other lines, unless the means of effecting the whole plan are taken into consideration?—Yes.

1793. What are the positive grounds of objection which are opposed to the possibility of effecting the main line without making the arrangement simultaneously for the whole of the plan?—I consider if you were to take a portion of the plan, you must raise up some part of the land from eight to nine feet; you would form a barrier against the drainage, making the remainder one cesspool; you would prevent their having any drainage; you would be amenable to them for dividing their property by making that barrier; and you would have enormous claims against you for deteriorating the property, and therefore it would be worse than doing nothing.

1794. Have you made any estimate of what the probable expense of carrying the whole plan into execution would be?—This plan was entirely made *con amore*, merely for my own amusement, and I could not be at the expense of going into it further.

1795. Have you not made any general estimate?—No.

1796. Have you taken any general view of the expense for which it could be accomplished?—I dare say it would take a million and a half to accomplish this plan.

1797. Mr. *Clay.*] Does that comprehend the erection of new houses and lines of streets?—No, that is to produce a return.

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1798. For what purpose would the million and a half be expended?—In purchasing the freehold estates of all the property lying in the way of such improvements.

1799. And also forming the new streets?—Yes, I think they would be, to a certain extent, included in such a capital, but that is generally done by builders. A great many of these lines would be made, as far as the ground is concerned, by allowing them to become public shoots; by giving leave to carters and others to come and shoot rubbish there; that would make them without expense.

1800. Sir *De Lacy Evans.*] Can you give any estimate of the cost to the public, or any one who should undertake it, supposing only the viaduct were made which you have proposed, and leaving it to eventual results or the speculations of individuals to complete it?—I think about 500,000*l.*

1801. Merely to purchase the viaduct?—I should think the mere line might be made for 200,000*l.*

1802. Supposing with 200,000*l.* this roadway were purchased and made, and that nothing more were done by the public, would private individuals speculate further in building houses and streets in that line; is it likely they would?—If the ground were clear they would, but the proprietors of the property here would not have the ability, perhaps, to avail themselves of it.

1803. And persons in a superior rank of life would not place themselves immediately in that neighbourhood?—If the nuisances were cleared away they would, but not with those low houses there.

1804. Mr. *Clay.*] You have stated that, without relying upon the accuracy of the estimate into which you have not been able professionally to go, you think the plan for the improvement of Westminster which you have brought under the consideration of the Committee could scarcely be effected for a less sum than a million and a half?—Yes.

1805. Looking at the plan of Mr. John Henry Taylor, and taking the same view of the probable expense, what do you think would be the cost of that plan?—I should say that it would not cost less than a million.

1806. Does it comprehend as large a portion of Westminster as the plan you have submitted to the Committee?—Not quite so much; mine would take in more.

1807. For the portion which it does comprehend, is it a plan in your opinion more expensive than your own?—Proportionately, it is.

1808. Why so?—It cuts through more expensive property; whereas mine, which is more extensive, cuts through inferior property; therefore, taken accurately, I think, proportionately, mine is rather the less expensive scheme of the two.

1809. Does not your plan avoid interference with the barracks?—Yes.

1810. And with Emanuel hospital?—Yes.

1811. And with Elliott's brewery?—Not with Elliott's brewery grounds.

1812. But with the buildings of Elliott's brewery?—Yes, my plan keeps further away from Elliott's brewery than theirs.

1813. Are not all those buildings more or less interfered with by Mr. J. H. Taylor's plan?—All but Broadway chapel; he destroys Emanuel hospital, which could not be replaced in so fine a character under 40,000*l.*

1814. Sir *De Lacy Evans.*] Do you think as an architect, we can usefully turn our attention exclusively to effecting the line of communication from Westminster Abbey to Pimlico?—I think, to make those enjoyable places, and complete the drainages, and protect the state of the whole, so as not to make them worse, it is necessary to go as far as I have suggested; you must alter the old level from seven to nine feet, and raise up your drains and sewers; you must have syphon drains carried under the whole line.

1815. Mr.

Mr. *H. Rhodes.*

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1815. Mr. *Clay.*] Could you furnish the Committee at the next meeting with an estimate of the expense of forming that portion only of your plan, consisting of one great line of communication from the west end of Westminster Abbey to the Queen's mews?—I think I could.

1816. Comprehending of course the purchase on either side of that line of as much ground as it would be necessary to secure, for the construction of good houses on either side?—Yes; I think that line would cost rather less than the Wason line.

1817. *Chairman.*] The Committee have reason to understand that you have been engaged in preparing plans of improvements in other parts of the metropolis?—Yes.

1818. Have you those plans by you now?—Yes.

1819. Will you produce them?—I do produce them.

[*The same were delivered in.*]

1820. Will you be so good as to enumerate the plans you now produce?—I produce a plan, No. 1, the object of which is to improve the communication from Coventry-street, Piccadilly, through Long-acre to Covent-garden, and the purlieus of the two great theatres. Plan, No. 2, is a continuation of the improvement, with the object of making transverse communications up to Chancery-lane and the inns of court. No. 3 is a plan for making leading streets or approaches to the British Museum and the two great theatres, and for a more direct line from Oxford-street into High Holborn, from Oxford-street to the British Museum, and from the British Museum to the two great theatres.

Thomas Bish, Esq. called in; and further Examined.

Thomas Bish, Esq.

1820.* *Chairman.*] The Committee understand that you are desirous of adding some further observations to the evidence which you gave on a former occasion?—Yes.

1821. Will you have the goodness to state what it is you are desirous of communicating to the Committee?—

[*Mr. Bish delivered in the following Paper:*]

From the information that I have received through channels, I think, are likely to be correct, the various improvements suggested to the honourable Committee will greatly exceed in cost the first-mentioned sum of 1,200,000*l.* to 1,500,000*l.*, and I am ready, in conjunction with those gentlemen who formerly were concerned with me in lottery contracts, to contract for any sum likely to be wanted, say two millions, or any part thereof, if a series of lotteries are granted; and all this sum would be a voluntary gift, as it would only be a tax on those who chose to tax themselves and could afford to do so, and it would not at all affect the poorer classes, as it would be out of their reach; it would greatly add to the public revenue by its contingent advantages, and, as I said, in my evidence on Tuesday last, it would employ at least 1,000 persons, which I reckon equal to feeding 4,000 mouths, for I believe it is a small average to reckon four in a family. By granting national improvement lotteries, we should stop the sale here of all foreign lotteries and all private ones,—materially diminish the "little goes" or illegal insurance now going on. I consider, by the discontinuance of lotteries, the State has lost already from three to four millions, and in lieu, it would puzzle any one to find out one solitary advantage, either in morals or any thing else derived from the great sacrifice made; and I consider it doubly lost, for a very great portion of those three or four millions has gone abroad to aid foreigners; it has caused numerous foreign lotteries to spring up and be sold here, and, in fact, is tantamount to an encouragement of those lotteries; and thus the system of lotteries is going on and ever will whilst we have not lotteries of our own; we have lost all the benefit, and retain what was considered objectionable; and I cannot understand why the purchase of a British lottery ticket should be considered criminal and a foreign one be not only tolerated but encouraged. If inquiry was regularly gone into relative to lotteries, it would be found that all the fancied evils do not exist, cannot exist, and, in fact, are entirely imaginary; they are prejudices founded

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founded in error by the confounding what happened previous to 1809, but what was then effectually cured; and when it is in evidence that Mr. Percival continued lotteries till his melancholy death, and after him Mr. Vansittart (now Lord Bexley), during the whole 11 or 12 years he held office, it is self-evident the evils that had been had entirely ceased, or such highly moral, religious, conscientious men would not have continued them, for they had regular opposition every year, but those highly talented ministers knew the advantages of lotteries, and also knew that every evil connected with them was entirely done away, and by their excellent arrangement could not be renewed. In the event of lotteries being granted, security would be given as heretofore for the due fulfilment of the contracts. The whole management would be under the control of the Government. A new lottery secretary would have to be appointed, as Mr. Hesse is dead, but I believe the other officers are in existence (receiving pensions), so that no additional expense need be incurred. After paying the expenses of drawing the lottery, &c., the Treasury, or Woods and Forests, or whatever department received the money, would pay over to the Metropolis Improvement Managers, as fast as they required it, the profits that had been received from the lottery contracts. If it is not irrevocably fixed to raise the money for the new Royal Exchange approaches by a tax on coals, I would respectfully suggest, that whatever sum is required for that great national undertaking (say 150,000*l.* to 250,000*l.*, or more if required) be raised by lottery. This would prevent the Commissioners being cramped for means, as such an undertaking should be effected on a scale of splendour, utility and convenience worthy of this great metropolis. By adopting the lottery system for that object, it would be comparatively for a small amount, and it would be soon over; it would be a good trial of the system, and it would be seen whether it was or was not attended with the fancied evils; if it was, it of course might be discontinued; but if (as I am sure it must soon be satisfactorily proved to be) free from every evil, it could then be continued, as long as there was any national improvement required, and thus this great city and its suburbs by degrees freed from every inconvenience or nuisance, its splendour constantly increasing, and the health, safety, morality and convenience of the public accomplished; and I respectfully say, that if the lottery system was fully understood, there is not a person in the United Kingdom that would be against it, but, on the contrary, its now greatest opponents would become its most strenuous advocates. If the money for the improvements was wanted faster than the lotteries produced it, I think arrangements might be made to furnish the funds as fast as the improvement managers required it. I think, sir, it may not be irrelevant to mention here, that lotteries were sanctioned and approved by Messrs. Pitt, Fox, Burke, Sheridan, Canning, Perceval, Bexley and other eminent men of various political opinions. Lord Althorp was not unfavourable to them, and I believe a reference to the minutes in the books of the Thames Tunnel Company will show that the Duke of Wellington, when First Lord of the Treasury, was disposed to sanction a lottery as the means of completing that work, and had intimated as much by an official letter to Lord Althorp, who was then out of office, but very friendly disposed towards completing the tunnel. I think it right to state, in reference to my evidence on Tuesday last, on the subject of the Art Union private lottery, I had not the slightest intention of saying a word that could militate against the interest of that undertaking, or condemnatory of its object, or the patrons or persons in any way connected with it; on the contrary, I only alluded to it in order to show that the arts and sciences were promoted by a system of lottery (for that it decidedly is, call it what they may), and to prove thereby that greater national objects might be attained by similar means.

Jovis,

Jovis, 7° die Junii, 1838.

MEMBERS PRESENT.

Sir Robert Inglis. | Sir Edward Codrington.
Mr. George Palmer. | Mr. Hall.

SIR MATTHEW WOOD, IN THE CHAIR.

THE following gentlemen were called in to speak upon the subject of the Watling-street line, and it was agreed amongst them that Mr. Chaffers should be examined: Richard Bord, Edward Harman, Thomas Joyce, Thomas Lott, John Edwards, Edward Dennys, William Chaffers.

Mr. *William Chaffers*, Examined.

Mr. *W. Chaffers.*

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1821.* *Chairman.*] HAVE you presented a memorial to the Common Council for an improvement of Watling-street?—Yes.

1822. Has that petition, to your knowledge, been laid before this Committee?—It was received by the court of Common Council, and referred to the City Lands, and afterwards I understood it was presented to this Committee.

1823. Did that embrace any particular plan?—It embraced the plan for widening Watling-street.

1824. Did it go into any particulars at all, more than express a wish to have that street widened; did it enter fully into the inconvenience of it as it is at present?—Yes, it entered very fully into the inconveniences; our great motive was to prevent the number of accidents; in consequence of the narrowness of the streets a great number of lives have been lost.

1825. Did the memorial to the corporation set that out?—The memorial set that out. Since the new London-bridge has been built the traffic has greatly increased, being the direct line from the east to the west parts of London; the line, I should suppose, along Cannon-street and Watling-street must be at least one-third of a mile nearer than coming up Cheapside and going round by St. Paul's, and in consequence of that, of course, all the vehicles that can get along Cannon-street will find their way in that direction.

1826. Is the traffic much thrown into Cheapside in consequence of that increase?—No doubt; because Cannon-street for several hours in the day is completely blocked up; there are such a number of carriages of all sorts that they cannot find a passage.

1827. Is Watling-street also blocked up?—Watling-street and Cannon-street are in a direct line.

1828. It is equally blocked up?—Equally blocked up.

1829. Sir *Robert Inglis.*] You have referred to loss of life and accidents to carriages having occurred in consequence of the confined and crowded state of this great avenue?—Yes.

1830. Can you state to this Committee whether such loss of life and accidents have or have not been increased greatly since the opening of the new line of communication over London-bridge, by which an increased traffic has been thrown into Cannon-street and Watling-street?—Most certainly.

1831. Can you state in what proportion that increase may have taken place?—I do not know that I can, from my own knowledge; I have heard of a great number of lives being lost; I know that not long since a poor woman lost her life on a part of my premises by the shaft of a cart coming against her breast; the tail of one cart having caught the tail of another cart pushed against the woman, and she was killed.

1832. Of course, there is no record of the accidents occurring to carriages, but equally, of course, there must be a record of every loss of life which may occur from this or any other cause?—No doubt.

1833. Can you state to the Committee whether such a record can easily be obtained?—No, I do not know that I can.

1834. Can you, from your knowledge of the neighbourhood, state to the Committee what the actual loss of life has been in the course of the last 12 months?—I think the accident which I have spoken of took place two years ago, and I think within these few months, a man driving a cab, from one cab running against another vehicle

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vehicle passing, was thrown, and I am not aware whether he was killed or not; however, he was seriously injured; I think there are gentlemen present who have been upon two or three inquests when lives have been lost, and all certainly from the narrowness of the street, and from the continual traffic.

1835. The objects of some of the preceding questions have been to ascertain whether this loss of life and accidents to carriages have or have not been greatly increased since the old thoroughfare east and west, namely, Thames-street and Watling-street, have received an accession of traffic in consequence of the new road over London-bridge?—I should say that Thames-street, most decidedly, is now comparatively without traffic to what it was before building London-bridge; since London-bridge has been passable, the whole of the traffic is now brought up to the end of Cannon-street, and of course it must find its way either along Cannon-street or Watling-street, or else up New-street into Cheapside, and most assuredly no street could relieve Cheapside so much, this being a parallel line, as Watling-street.

1836. The instances of loss of life to which you have referred, are two in the course of two years?—In my immediate neighbourhood.

1837. However lamentable that loss of life is, is it greater or is it less than it was in any corresponding period, say between the years 1820 and 1822?—I said that the number of accidents certainly has greatly increased, and I speak of those two as being within my own knowledge, having occurred within 100 yards of my own house; but the part where Mr. Harman resides is so much narrower, where accidents are much more likely to occur, that I should think he is much better acquainted upon that subject than I am.

1838. Watling-street is supposed to be the oldest line of communication which exists in the metropolis?—Yes; it is part of the old Roman road from the north-west of England, in a direct line to the Tower of London.

1839. You referred to loss of life, and accidents to conveyances?—Yes.

1840. Will you state to the Committee whether the obstruction in mere locomotion has or has not greatly increased since the opening of the new London-bridge?—Most decidedly.

1841. How broad is Watling-street upon the average?—Some parts are not wide enough to admit two carriages to pass, and more particularly those carriages which I am certainly astonished that the corporation allow to come into the city; such as large trucks from the docks, which are wide enough to carry a pipe of wine, and also some brewers' drays, which are an extra length.

1842. Then, for the passage of carriages of those dimensions, the actual width of Watling-street is insufficient?—It is insufficient; I have frequently seen the street stopped up for half an hour by them.

1843. The Committee, then, are to understand, in that view of the case, it is essential that a wider communication should be made than that which exists at this moment between the east end of St. Paul's church-yard and the end of Cannon-street, the point of junction of the London-bridge road?—Yes.

1844. Do you state to the Committee, as your own deliberate opinion, that such an increased width of communication could be sufficiently obtained by widening Watling-street, or by carrying a line south of Watling-street, or in any other direction?—I should say most decidedly, by taking down one side of Watling-street, that you could; and it must obviously be a less expense, and you would avoid passing through a church-yard. In my opinion there is not any improvement in the city of London that could so much relieve the principal thoroughfare as that.

1845. You have stated that an improvement in that street must obviously be less expensive than the improvement to which you have also referred, and which has been already before this Committee, namely, a line to the south of Watling-street; are you prepared to state to the Committee, and can you produce accordingly a plan and an estimate of the expense of executing such a plan, or of widening Watling-street, by taking down the south side thereof, as you now suggest?—At present we are not prepared with a plan, but we will be. If you will favour us with another hearing, we will come provided with that plan; there is no doubt we can get it from the city of London, inasmuch as this plan has been adopted by the city, and recommended to this honourable House by them. Of course, therefore, we could obtain that from the city surveyor.

1846. You have stated that the expense of widening Watling-street would be obviously less than that of taking the communication to the south; are you at all aware of what is the estimate and expense of conducting a line of communication

to

to the south of Watling-street?—I am not aware of the expense; it is merely my own opinion that it would be much less expensive.

1847. You are not aware of the absolute expense of the other line?—I am not aware of the expense of either; I merely give you my opinion of taking down the side, which has already been done perhaps 30 or 40 feet. I do not know what the width of the street would be in that part of the line; but it must be much less expensive to take down the houses there, than it would be to make a new street through houses, independent of which it would be driving away a great number of the inhabitants from their present local situation.

1848. Your last answer assumed that the plan to the south of Watling-street, to which your attention has already been previously directed in some of the former questions, involved the taking down houses more than in the case you have suggested, of an improvement in Watling-street; are you aware that the plan so suggested in respect to the south of Watling-street, proposes merely to pull down houses on one or the other side of the streets, beginning at Distaff-lane, going through Little St. Thomas the Apostle, and the adjacent streets in Cannon-street?—I am not aware; I thought you intended indiscriminately to make a line, but whether in continuation of any street or not I am not aware.

1849. The Committee have addressed the last question to you, because they have perceived that, upon the map of London, placed before the Chairman, you have drawn a black line to the south of Watling-street, as indicating that proposed by Mr. Nelson, the architect, who has been previously examined upon this subject, are you now aware that such black line does not represent the plan designed by him, inasmuch as the black line passes through houses, and not in the line of street to the south of Watling-street?—That line was merely drawn as a straight line, but it was not the intention of your petitioners to adopt it; they wish merely to take down one side of the street, and it was not their intention to have followed that line.

1850. *Chairman.*] Is there any gentleman who would wish to add to the evidence which Mr. Chaffers has given?—[Mr. *Lott.*] I would wish to state to the Committee, in reference to the plan which has been just alluded to, that the line was not drawn by us as showing Mr. Nelson's plan; but we found it upon the map when we entered the room; I merely wish to correct that misconception.

1851. Is there any difference of inclination in the level of the communication between the east of St. Paul's church-yard and King William-street; whether you take the line of Watling-street and Cannon-street on the one hand, or the line of Little Distaff-lane and the consecutive streets, on the other?—I should say there is.

1852. Sir *Robert Inglis.*] Can you state to the Committee what is the difference of level in one case and in the other?—I am not prepared to state that.

1853. Is it such a difference as, practically, to render the inconvenience greater upon horses with loaded carriages to go by one rather than by the other?—I should think it would be, in a small degree, but not having taken any particular notice of it, I am not prepared to state the extent?—[Mr. *Chaffers.*] It would be just entering Cannon-street, because the line declines from St. Paul's to Dowgate-hill.

1854. Cannon-street is a diagonal line, not due east and west, but it rather runs from south-east to north-west?—No, I think not; there is a little inclination that way, but not much.

1855. Is the inclination, to which you have referred, as much as 1 in 50, or 1 in 40?—I should think much more than that; there is no doubt of it, from the situation of Walbrook; it is a continuation from Dowgate-hill, and was formerly the great sewer from London.

1856. Will you produce a plan drawn by Mr. Montague at your earliest convenience?—We will.

1857. Together with an estimate of the whole of the expense likely to attend upon that alteration, and stating the width?—Yes.

1858. Do you propose any width yourselves?—[Mr. *Ford.*] No, we do not; we merely propose taking down the present houses on one side.

1859. *Chairman.*] Do you know how wide Watling-street at present is between the houses?—In some parts the carriage way is not more than 14 feet, and the foot passage is only 20 inches, perhaps not so much; some part of Watling-street has already been widened to the the extent of 40 feet.

1860. Do you think 40 feet wide, from house to house, is sufficient?—

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Mr. *Chaffers.*] I think so; but we will prepare ourselves with the width of the street that has been widened.

1861. Sir *Robert Inglis.*] You had better suggest to Mr. Montague the desire of the Committee to receive from him also, signed with his name, a plan of the suggested line to the south of Watling-street?—Yes.

1862. Together with an estimate of the expense of completing both?—Yes; it was a plan of Mr. Montague, by which these houses that were spoken to were taken down; that was done at his suggestion.

1863. Would it not be a great advantage to the communications between the east and west generally, that there should exist two parallel lines of communication; namely Watling-street, as at present, and the new street, when such might be formed, to the south of it; thus supplying, in some degree, the purposes heretofore furnished by Thames-street?—According to my own opinion, I should think the new street would be entirely unnecessary if Watling-street was widened; I should say, most decidedly, that being a parallel line, taking off the curve which now exists, and by extending the distance, as I before stated, I should think that a new street would be entirely unnecessary.

Mr. *John Martin,* called in; and Examined.

Mr. *John Martin.*

1864. *Chairman.*] I BELIEVE you are well known as a painter?—I believe I am tolerably well known.

1865. Have the goodness to state to the Committee what you wish to suggest to them, regarding any improvements of the River Thames; any embankment of the river, or any improvement of the sewers?—I would wish to refer the Committee to a paper, which I delivered in on the 30th May, for a more satisfactory explanation of my views upon those subjects, than any thing I might say in answer to questions put to me; still if it is the wish of the Committee I could explain, in a few words, the general outlines.

1866. Does that paper contain any statement with regard to any arrangement with the people of the wharfs, or the manner in which you propose to bring your line alongside of the wharfs?—It explains generally the whole of my plan.

1867. Supposing the Government, or the city of London, or any other public body, were to enlarge the way by making wharfs on one side of the river; supposing that the city were to make wharfs from the present wharf that is made by Mr. Barry, for the enclosure of the House, would that be suitable for carrying your plan into effect?—What they are now doing would suit my plan exactly, because I have designed it to meet the present improvement.

1868. Could you make that wide enough for several carriages to pass up and down?—When I spoke to Mr. Barry upon the subject, he told me that he could not allow it to be carried in front of the building, as he intended to allow the public the opportunity of seeing the principal façade of this grand work; in that case we should have to go behind it. But, two or three months afterwards, he came to me again, and took the dimensions of my sewer, that he might make the dimensions of the Houses of Parliament to suit it. He thought at that time we were endeavouring to get a Bill for carrying the plan into execution; but it was such an immense work, and the difficulties of it were so great, that it was given up.

1869. Then, you think he would not object to your sewer being carried somewhere under his present embankment?—No; he came on purpose about six months after we had had the first conversation.

1870. And he saw that your sewer was for building as well?—Yes; but I told him, since our conversation, that I was determined to go behind the Houses of Parliament, and it is my intention to do so in this manner.

[*The Witness described to the Committee the manner in which he intended the Sewer should be carried into effect.*]

1871. Do you propose to bring your sewer down to the west of the Houses of Parliament?—At present it comes directly to Westminster-bridge, and empties itself there. Then there is another great sewer in Scotland-yard; then there is another great sewer down Parliament-street, intercepting all other sewers in its way, which will go at the back of the Houses of Parliament, and so on to Millbank, where I have my receptacle. Instead of taking it in the direction I first intended, going down to an embankment, I now go westward one mile, which I find will fully answer the purpose; in that case the Regent's sewer will empty itself into Scotland-

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Scotland-yard; then I have a sewer to go down Parliament-street, intercepting all the drains in its way.

1872. You do not propose to bring your drain to the embankment of Mr. Barry?—I pass behind that embankment altogether; my plan is to avoid all obstacles, of going in the front of Privy Gardens.

[*The Witness again described the line of his proposed Sewerage on the Plan.*]

1873. Sir *R. Inglis.*] However splendid your plan may be, and however important and useful might be its execution, are you prepared to state to this Committee, or to lay before them any estimate of the actual expense which the execution would involve, dividing the distance between the bridges severally, and specifying the portion of expense which each division would require?—No; that would cost a very large sum of money, and it has already cost me a vast sum to do what I have already done. The estimate of such a plan would first require a very careful and accurate survey of the banks, and it would be really too serious a thing for any private individual to attempt to do. Unless, therefore, a sum of money was advanced for that purpose it never could be ventured upon.

1874. Mr. *George Palmer.*] Have you formed any idea of what the estimate might be?—If an estimate were made upon the large plan, marked (A.), it would be a very expensive and costly line, because there would be parallel sewers on both sides of the river, and perhaps there may be no necessity for that at all.

1875. It may perhaps be necessary to have sewers on both sides of the river?—I should say the estimate of the expense of making sewers on both sides of the river would be about 500,000*l.*, and it would be a cheaper work than any thing that could be done, because you have nothing to pull down, and you would occupy ground which would be most valuable, but which is now completely useless.

1876. Is the Committee to understand that there would be this expense of 500,000*l.*, independent of any advantage that might be derived from the recovered ground, and other circumstances which might go to defray any of the expense; is the Committee to understand that the whole expense would be 500,000*l.*, from which you would have to take any thing that might be gained by recovered land, or without any improvement?—I believe the estimate was simply given for the great sewers and the embankment; and as to any additional buildings, or any additional quays that might be erected upon the recovered ground, the public would be willing to do that; therefore an estimate of the expense of those was not taken into consideration.

1877. You say that for the whole extent, from Westminster-bridge to the extreme line you have drawn to the Tower, on both sides of the river, that the embankment would be about 500,000*l.*?—I should suppose that would be the cost of a double line.

1878. *Chairman.*] On one side?—For both sides. It appears to be a ridiculous sum for so great an undertaking; but then you must consider that you have nothing to do but merely make an embankment, and you have all that recovered ground, which is already full of great mounds of earth; therefore a part of the embankment could be made and filled up for you on the spot; and in the bed of the river you would find numerous beds of gravel, which would help to form your embankment, and at the same time clear the river, so that it could be done very cheap.

1879. You have not taken into account any returns from the owners of wharfs for any additional property that you give to them?—No, I have not taken that into account at all; but there would be immense recovered ground, and they ought to pay for it. It would be a great convenience to the immense masses of London, who have not power of taking exercise in the open air.

1880. Sir *Robert Inglis.*] In the plan which you have exhibited, marked (C.), being a longitudinal section of the intercepting sewer of the Thames Improvement Plan, you have marked 52 sewers as emptying themselves into the river between Essex-street and King's College Pond; is it part of your plan to receive the drainage of about one-half these sewers into King's College Pond, and the other half into the receptacle at Shadwell?—Not into King's College Pond sewer, but into a receptacle at the Penitentiary. The King's College Pond sewer, with the Ranelagh sewer; the Ranelagh sewer should have a receptacle for itself, and so should the King's College Pond sewer; therefore all these sewers will empty themselves into the intercepting sewer.

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1881. What is the elevation of high-water mark now on Westminster-bridge?—The elevation is 21 feet at the highest known tides.

1882. What difference do you propose to make between your quay and high-water mark?—One foot above the highest known tides.

1883. Has there been any increase, and if so, what, in the high-water mark since the construction of new London-bridge?—Three feet, all but a fraction.

1884. Do you know the number of sewers which empty themselves into the river between Essex-street from the west, and your proposed receptacle at Shadwell on the east?—No, I do not know that; I have merely taken the main great sewers: it is of no consequence how many, the principle will apply to them all.

1885. Have you gaged the sewers which are specified on this plan, or do you refer for the volume which they carry to the commissioners of sewers themselves?—They gave me these measurements, which are correct; at their own office these were copied, so that there can be no doubt of their accuracy. The measurements which I have placed upon the plan I am sure will be found to be correct.

1886. Can you state to the Committee the quantity daily emptied through these sewers?—I have not ascertained that; it is of no consequence, since I give free play in times of flood, by means of self-acting valves opposite the end of each sewer.

The Witness handed in six plans, for a more detailed explanation of which he would beg to refer to a statement to which he alluded on the 30th May, and which he would produce to the Committee at their next meeting.

Mercurii, 11° *die Julii,* 1838.

MEMBERS PRESENT.

Mr. Pendarves. | Mr. Barnard.

SIR MATTHEW WOOD, IN THE CHAIR.

Mr. *John Martin,* again called in; and further Examined.

Mr. *John Martin.*
11 July 1838.

1887. *Chairman.*] ARE you prepared with the explanations to which you referred in your previous examination, as necessary to elucidate the different plans which you handed in?—Yes; I have prepared a plan for improving the air and water of the metropolis, by intercepting the sewage from being conveyed into the Thames, thereby preserving not only the purity of the air, and preventing the contamination of the water, but likewise appropriating the manure for agricultural purposes. The objects of the following plan are first to materially improve the drainage of the metropolis; secondly, to prevent the sewage from being thrown into the river, so as to preserve in its pure state the water which the inhabitants are necessitated to use; thirdly, to prevent the pollution of the atmosphere by the exhalations from the river, and at the open mouths of the drains; and fourthly, to save and apply to a useful purpose the valuable manure which is at present wasted by being conveyed into the river, besides many other great and important collateral advantages. Previously to entering further into the details of the plan, it is necessary to say a few words regarding its origin; I will therefore state that my attention was attracted first to the subject by the inquiry which was instituted in 1819, as to the supply of water to the metropolis. After considering the question for a considerable time, I felt the necessity of deriving the supply from purer sources than the Thames at London; and being well acquainted with the river Colne, and its capabilities, I published in 1827 a proposition for taking the supply at Cowley, which I laid before the Committee of the House of Commons, but immediately afterwards cancelled, the point being found too low. My second plan, deriving the supply at Denham, was next published in 1828; and I went to great expense in obtaining the most careful and accurate surveys, aided by eminent scientific men, but could not lay it before the House till 1834, as there was no committee sitting on the water question. Accompanying this plan, and published with it, was my first suggestion for not only relieving the river from its impurities,

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impurities, but preserving the sewage for agricultural purposes. I proposed to effect this by means of receptacles at the termination of the principal sewers; but I laid it aside in consequence of competent parties suggesting the opposition that would be raised on the banks, from the nuisance and probable obstruction from the boats, &c. employed in removing the manure, where the river is already so much crowded as between Blackfriars and London bridges. After reconsidering the subject, I published in 1829 the first sketch of my parallel sewer, instead of receptacles. I was so fully impressed with the importance of my objects, that I continued my labours, and published three other plans successively, each possessing some improvement on those preceding, in all five distinct stages of the plan, some of which I had the honour of submitting and describing to committees of the House of Commons. As it is unnecessary to enter into the details of these various propositions, I will at once proceed to an explanation of the latest and matured plan, which I earnestly recommend for adoption, from a conviction of its numerous and important consequences; and although it is doubtless the most costly, my first suggestion having been for the cheapest method of effecting my object, yet as that plan is obviously the best, which comprehends the greatest number of advantages with commensurate returns, I maintain that if the original outlay is double or even treble, the mere expense ought not to be a bar to its execution. My proposition, in the first instance, is to preserve the whole sewage of the western extremity of London by diverting it from the river into receptacles above Vauxhall bridge, forming one at the termination of the Ranelagh sewer. The great sewer, which at present empties itself into the river below Westminster bridge, should be continued down Parliament-street, Abingdon-street and Milbank, all the minor drainage above the Houses of Parliament being turned into it, and finally discharged into the receptacle at the termination of King's Scholars' Pond sewer, effecting great benefit to this inadequately drained part of the town, without intrenching upon existing interests. For the body of the city I propose to form a grand sewer, commencing at Hungerford market, running parallel with the bank of the river, and receiving all the minor drainage in its course, according to my previous plans. The base of this grand sewer at the commencement should be on a level with the base of the first sewer which enters it, and the top should form a quay about one foot above the highest known tide, so as to secure those houses from being inundated where the banks are now so low as to be subject to it; the width and depth should also gradually increase as its course is continued towards the Tower, where it should turn off, using the moat, if permitted; but in the event of that not being permitted, passing round the moat, behind London dock, along Ratcliffe-highway, Brook-street and the intermediate streets to the first convenient space near the Regent's canal, or to the ground proposed to be recovered from the river at Lower Shadwell, where the grand receptacle should be, from which point the soil could be conveyed and transported by canal or otherwise to various parts of the country. So far as this sewer would pass along the river, it is obvious how much the houses on the bank would be augmented, not only in health and beauty, but in utility. As a further improvement, I therefore recommend the erection of colonnaded wharfs upon the sewer quay at suitable intervals (such places as the Temple-gardens, &c. not requiring them), which would afford additional room, increase the convenience of the merchant and labourer, protect the merchandise from the weather, screen the work from observation, give greater security to the property landed, and prolong the time during which the craft could deliver or take in their cargoes. The tops of these colonnaded wharfs and sewer quay would form a healthy and magnificent public walk, realizing the grand idea for the erection of quays upon the banks of the Thames, formerly proposed by Sir Frederick Trench, who has since accorded me his valuable co-operation, generously declaring my plan to be deserving of his utmost support, as it comprised more objects than his own, and was superior in usefulness to the public. By these means, not only would the wharfage be increased, but the navigation facilitated, from the sewers constituting an uniform embankment; the docks, which are at present little better than open receptacles, would be greatly benefited, and a great saving effected, as I am informed that cleansing the St. Katherine dock alone from the deposit costs annually 1,000*l.*; the health of the air and quality of the water would be improved; the sewage saved for manure; land recovered where it is of the greatest value; public baths constructed, and a grand public walk formed through the most populous and richest part of the city, where it is most needful, shortening

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and rendering more easy the distance between Westminster and the Tower, relieving the streets of a great portion of their over crowd, without impeding the traffic of the wharfs, or the wharfs interfering with it; besides the power, when the walk is completed, of erecting shops, mansions or public buildings, where they would be of the greatest value, both as to trade and grandeur of appearance; and, lastly, a work unequalled in either ancient or modern times would thus be produced to remain a useful and magnificent monument of our own age. For the south side of the river, I propose that a receptacle be first formed at the termination of the Effra sewer at Vauxhall; and that instead of a parallel sewer upon the shore, all the minor drainage should be turned into the great Duffield, or any other main sewer which runs from Vauxhall to Bermondsey, and should discharge itself into a receptacle at some convenient spot opposite the London dock, or near the Grand Surrey canal; and the bank should then be rendered equally useful for the formation of quays even more capable of being ornamentally diversified according to the situation of the ground. In this way, the Surrey shore, which has always been considered the most difficult, from the numerous docks and other obstacles, will be easy of execution, every objection being removed, and all the advantages of the sewer quay afforded at greatly diminished expense. As I can give but a very imperfect description of the details of this plan without the assistance of diagrams, I beg to refer to these, and to the explanatory letters, merely adding, that to prevent the possibility of the sewers bursting in time of unusual flood, there must be a sluice at the upper part of the wall towards the river, opposite the end of each great drain, so that if ever the sewage should rise so high it should at once escape into the river; for the purpose of surveying the sewer, it would be requisite to have a light iron gallery about three feet wide and six and a half feet from the top of the sewer, to be supported on one side by the wall towards the river, and on the other suspended from the roof by light iron bars; the entrance to this gallery should be through the smaller flood-gates above mentioned, which should be left open whilst the surveyors are in the sewer, to admit some portion of light and air. As regards the receptacles, it is not advisable to make them so large and deep as I formerly proposed, for the manure is found to be so much more efficient when liquid that it is desirable to preserve it in that state, and it could, therefore, be removed as fast as it entered, at comparatively small expense, by the application of a simple hydraulic principle, though even this engine would not be required in some situations where the elevation is sufficient to allow the manure vehicle to come under the cock or sluice at the bottom of the receptacles, from whence it would at once pour like water or thin batter, and fill on the instant. The grand receptacle should be inclined about three feet below the end of the sewer, 31 feet under the engine, and 100 feet in length, with a flood-gate to the entire depth of the sewer for the sewage to enter, which gate should have the power of closing in time of flood, leaving the sewage to pass freely into the river, and sweep the drain clean as at present, but without the disadvantage of being backed by the tide; this would not affect the general system, as the small portion of sewage lost would be so diluted with flood-water as not to be worth saving, especially for such a short period of the year, and so very seldom; neither would the river be injured by the superabundant drainage, as the violence of the floods would scour and force it away to the sea almost at the first tide, and the boats would in the meantime be filling from the receptacle unmixed with flood-water. The gates should always be closed to keep back the tide in the summer, when the sewage is richest, and of the greatest value, though smaller in quantity, as it could then be wholly taken away, even faster than it entered, effecting the greatest good; for at this period of the year, when pure water is most required, the river is lowest and most injured by the sewage entering it at such a high point of the town. In order to render the system of town drainage completely efficient, the law should compel every householder to turn the night-soil and house-drainage into the street sewer; and thus no cess-pools being allowed, the disgusting and offensive work of the nightmen would cease to contaminate the air. Until this general system of perfect drainage is effected, I recommend a small covered space or receptacle to be formed in the neighbourhood of any canal, into which every portion of the night-soil should be conveyed; and further, that at the opening of every cess-pool, Messrs. Payen's purifying material should be employed to prevent the noxious smell from arising; by these means all the valuable manure would be secured from waste, the nuisance abolished, and both liquid and solid manure ready on the spot to transport to any part of the country.

Since

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Since I have published my former plans, I have been essentially assisted by the valuable particulars relative to the river, which I have obtained through the instrumentality of the Admiralty, and the facilities liberally and kindly afforded by the commissioners of sewers have enabled me to gain important information as to the fall necessary for sewers according to their dimensions; the result is most satisfactory as regards my plan, for I find that there is already sufficient natural fall for every purpose, without the expense of obtaining, by means of the receptacle, any additional depth that might otherwise have been requisite. One result of my inquiries and observations has been the possibility of having too much fall, for when I had the honour of accompanying the commissioners of sewers in their inspection of the drains, upon going along King's Scholars' Pond sewer, I remarked that where there was too much fall, the friction was so great that the bottom would soon require repairing; that in no place was there too little fall; and that where the sewer had a proper inclination, the bottom was not in the least worn. A river with a fall of four inches in the mile does not wear its bed nor leave a deposit, but with less than four inches it leaves a deposit, and with more than six or eight inches it wastes the bottom; the inclination, however, must always be in proportion to the size of the drain or channel, and the smaller these are, the greater is the requisite fall; for example, that leading from the house and offices cannot be too great, and should simply be formed of tile with a slate cover, and a trap to keep back the rats and smell. I advise also that my principle of trap should be applied to the heads of drains and to the gullies in the streets, thus protecting the sewers from the stones, grit and other rubbish which is found to choke them, and preventing the disgusting smell which arises in particular states of the atmosphere. A part of my trap has been already adopted, and found to answer as regards backing the rats and the smell, but the drain is not protected from choking, as would be the case if the trap had been taken complete. This attempt to stop a nuisance is highly satisfactory, although but half the work I proposed is done; it is, however, scarcely fair to take so much of my plan without some acknowledgment; but, after this experiment, there can be no excuse for not applying my trap in its complete state, especially as it can be made, according to my suggestions, considerably cheaper and more durable than the imperfect one now in the course of being laid down. For the ventilation of the drains I recommend that they should be open at the lower end, and that a fire be made at the opposite extremity, supplied with no air but that which would proceed from the drain. The fire of a brewhouse or furnace of any description in the vicinity would answer the purpose. Thus, not only would the bad air be drawn from the drains, but, by passing through the fire, it would become so purified as not to injure the external atmosphere. This manner of preserving the manure from waste, and water from pollution, should be adopted in every town and village throughout the country. The manure should be taken from the receptacle up the canal to the whole length, or river as far as navigable, in covered boats, and deposited in places prepared for the purpose, about six or eight miles apart, and wherever there is any place retiring from the canal or river, a slight railway should be projected, branching in directions suited to the situation of the country; of course, following the flats and levels as much as possible, so that the farmer should not have to go more than three or four miles for manure. By these means, the capability of transporting the manure and returning the produce would be immediately increased, and at infinitely diminished expense, for one horse will do as much by canal as 30 can by the common road. As Dr. Arnott observes, in his admirable Elements of Physics: "And for the railways, I mean simply such slight wooden ones as are used for conveying the coals to the ships, which could be made much cheaper than the common road, and kept at considerably less cost." The places for depositing the manure should never be chosen near any populous district, since such spots could produce a sufficiency for the use of the immediate vicinity. Where there is no canal or navigable river, a railroad should be made in the most convenient level place for the advantage of the interior; by these means the poor and now unproductive lands would be rendered rich and fertile, and they would return very soon in the produce more than the amount expended in forming the drains and receptacles. One of the causes of my altering my original plan, for erecting a line of quay raised on pillars, with the sewer passing underneath, was the change I anticipated in the river from the removal of old London bridge, which I believe to have been originally intended by the builders to serve the double

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purpose of bridge and back-water; the result has fully justified my expectations, for the water is so low at ebb-tide as to expose a large portion of the bed of the river, the exhalations from which are and will be so injurious to the health of the metropolis that the consequences are melancholy to contemplate. The bridges will materially suffer from the increased rapidity of the stream, which is gradually undermining the piers, and wearing the bed of the river; and the injury done to the traffic will be immense. These ill consequences would be prevented if my suggestion of a wear, a few yards below London bridge, and about four feet above low-water mark, was adopted; and besides rendering the Thames a beautiful calm sheet of water, navigable at all times, serving also as an admirable dock, would greatly improve the drainage both in summer and winter, and prevent the mischief so much felt during the last frost from the pool being blocked up by the floating ice. In confirmation of the advantages of this proposition, I have the testimony of Mr. Leech, the river surveyor, who was opposed to my former plan for making a wear with locks on either side of the river, between Vauxhall and Battersea bridges (forming a reservoir free from foul drainage, from which the water companies could take their supplies), upon the ground of its obstructing the navigation; but he has since averred to me that he has changed his opinion, as he now thinks that, instead of its interfering with, it would greatly improve, the navigation.

The principle of saving the manure has been ably advocated in that most useful publication, the Gardener's Magazine; but I must, in justice to myself, take this opportunity of correcting an error of the conductor, respecting the priority of Mr. Ainger's plan for preserving the purity of the water of the Thames, by constructing covered drains along the sides of the river to receive the minor drainage. At the time Mr. Ainger published his plan, 1830, he was not, I feel assured, aware that I had anticipated him, my first plan being published in 1828, and my additional improvements in the following year; I confess I felt great pleasure at the time, on hearing that a practical man, so deservedly well known for his talents as Mr. Ainger, had the same idea on the subject as I had myself, since it implied that he would have given his support to my proposition if it had been known to him. But I do not consider the principal merit of my plan to consist in merely preserving the river from pollution by means of these lines of sewers, but in saving the manure, which is of the most valuable quality. The means employed in Flanders and in France for collecting the fertilizing products which compose it, both in a desiccated and in a fluid state, are fully detailed in the Journal des Connaissances Rouelles, and, from the accounts there given by experienced agriculturists, it appears that the extraordinary fertility which results is not equalled by any other known manure. It is obvious, therefore, that this would prove a source of vast wealth if properly regulated, and, as the demand would be immediate and increasing, it would be highly advantageous to any persons who would speculate by the formation of a company or companies for the purpose of farming the manure, as the farmers, instead of procuring at great expense the rubbish they are now necessitated to use, would at once proceed to the readiest, best and most plentiful supply, consequently the returns would be great and without delay. A mistaken idea seems to have been adopted by some that the sewage is substantial; the quantity of water which enters, the tendency of fermentation to liquify these substances, which would otherwise choke the drains, having escaped consideration. That such fluid material is unfit for making poudrette must be obvious, and I have therefore firmly opposed it, for, exclusive of the expense and delay, the operation of settling, straining, evaporating and drying, would form so dangerous a nuisance, that nuisance too in the very heart of London, that the proposition could never have been entertained, and could only be urged with the mistaken view of sharing greater sources of revenue. Now, in fact, the fluidity of the sewage constitutes the chief advantage of my plan, for it is not only ready for use without the least preparation, but it is ascertained, from the highest agricultural authorities, that the liquid manure is more valuable than any other. It is but necessary for me to refer to, or quote from, some of the authorities from whence I have derived most important information on this subject to make it evident that even poudrette is of no value, and will not act without rain or artificial irrigation. All the experiments of Sir Humphrey Davy, Sinclair and others, tend to prove the correctness of the supposition that it is absolutely necessary to apply fertilizers to the roots of plants in a fluid state, as the nourishment is at once absorbed by the extremities; even water alone is found to be an

admirable

admirable manure, acting, as Lord Bacon says, "not only by supplying useful moisture to the grass, but likewise carrying nourishment dissolved in the water;" it is therefore more powerful in proportion to its impurity, flood-water being the most valuable of any, as we learn from Lord Western, whose information on this point, founded on his own experiments and observations on the continent, is most important and interesting. The necessity of rendering the manure very liquid is admirably pointed out by Mr. Robertson, Mr. Knight, and the Gardener's Magazine in its extracts from the Bulletin de la Société de Genève. Sir George Stanton likewise tells us that "the Chinese construct large cisterns free from absorption, to contain, besides the manure and soil of every kind, all sorts of vegetable matter, as leaves or roots or stems of plants; with all these they mix as much animal water as can be collected, or common water, to dilute the whole; and in this state, generally in the act of putrid fermentation, apply it to the ploughed or broken earth." That the use of fluid manure was well understood by the ancients cannot be doubted; and in later times Evelyn gives some most interesting particulars regarding its aid and value. Need I, after all this evidence, offer any fresh arguments, knowing, as we do, that no land, however rich the soil may originally be, can continue to yield plentiful crops unless it is constantly invigorated by artificial means. The throwing away our sewage is therefore a serious loss to the country, and one which, as it cannot be recovered, should be immediately prohibited; for if the largest portion of the richest manure is thrown away, where is the supply for keeping up the produce of the land to come from? Do not the Chinese, the Japanese, the Tuscans, Flemings and the French most scrupulously save every particle of manure, in order to provide for the wants of their densely-populated countries, which they could only do by increasing the produce of the land by such means? Does it not then show the most shameful ignorance, that a country, boasting itself second to none, should not merely cast away its real wealth, namely, the means of producing that which is actually useful and necessary, but that in doing so, it should cause an additional waste, by rendering a great part of the water of the metropolis unfit for use? Is it not probable that a too ignorant waste of manure has caused the richest and most fertile countries, such as Egypt, Assyria, the Holy Land, the south of Italy, &c. to become barren, as they now are? But it is not necessary to go so far; we need only ask the farmer at home whether his fields would contrive to yield without manure, and what would be his answer? No, most certainly. Should we then persist longer in such barbarism, when we have such information as the following of the recent application of the town drainage near Edinburgh? Mr. Thomas Oliver has stated to a committee of gentlemen, who reported on his plan, that, in 1835, "From the elevated position of Edinburgh, there is a considerable extent of ground which can be overflowed by the water from the city drains in its progress to the sea; and of late years it has become an object of attention to the proprietors and occupiers of ground so situated as to admit of its application; there are, I should think, not less than 300 imperial acres to which it is regularly applied, and with great advantage." Such ground is annually kept in grass, and yields from three to six cuttings in the season, which let to dairymen and others, at rents varying, according to circumstances, from 12*l.* to 24*l.* per acre. You will perceive from this statement that the chief benefit derived from the drainage of Edinburgh arises from the fluid part; and if we reckon the increased yearly value of the land above mentioned at 10*l.* per acre (which I think is under the mark), it yields a clear revenue of 3,000*l.* per annum to the proprietors of those grounds through which the drains pass. Mr. Stephens also states, that the whole of the Preegate Whins is composed of nothing but sands, deposited by the action of the waves of the sea. One hundred and ten meadows belonging to Mr. Miller gave a clear profit of 2,010*l.* in 1827; and the annual expense of keeping them in repair is from 10*s.* to 15*s.* an acre. In 1826 part of the Earl of Moray's meadow fetched 57*l.* an acre; the land, however, usually lets at from 20*l.* to 30*l.* an acre. I could go on multiplying authorities, if requisite; but such evidence as I have already adduced is sufficient to show the necessity of putting some plan into execution that will, at the same time that it saves the manure, correct the drainage of the towns, &c.; for it is quite impossible that the old and primitive system, containing so many abuses and not one advantage, should be any longer maintained.

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For the unwholesome state of the water owing to the sewage, I beg to refer to the following extracts from the evidence before the Committee of the House of Commons, dated April 1828, and to the whole of that evidence, which most strongly proves the necessity of preventing the mischief.

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From Mr. *Beare*'s statement :—" A slender portion of common sense, however, authorizes me to affirm, that a stream which receives daily the evacuation of a million of human beings, of many thousand animals, with all the filth and refuse of the various offensive manufactories, which of necessity must be carried on in one of the most populous cities of Europe, cannot require to be analysed except by a lunatic, to determine whether it ought to be pumped up as a beverage for the inhabitants of the metropolis of the British empire; the question which you will decide is not whether a few grains of this immeasurable filth can by chemical process be extracted from a bottle of water taken here and there, and subjected to the process of a tea-kettle elaboratory, but whether, without any process at all, this stream, palpably known to contain all this mass of filth, should continue to be supplied."

From the evidence of Mr. *Goldham :*—" I was yeoman of the market (Billingsgate) 25 years ago, and at that time there were 400 fishermen, each having a boat and a boy fishing above and below London bridge, and now there are not 200 men engaged in this fishing, and many of them are selling off their nets and boats."

From the statement of Mr. *William Lambe :*—" It is the putrescent matter which is the most obnoxious principle of common water; it is a matter of common experience that water, according to its different qualities, affects the stomach with a peculiar feeling which we call weight."

From Mr. *J. Wright*'s Memoirs :—" So far back as the year 1535, an Act was passed in the reign of Henry VIII., in which it was enacted, 'That if any person or persons do, or procure any thing to be done, in the annoying of the stream of the river Thames, by casting of dung or rubbish or other thing in the said river, he shall forfeit for so offending 100*s.*;' but this was not considered enough : 'If any person or persons in great rains sweep their soilage or filth of their houses into the channels, and the same afterwards is conveyed into the Thames, every person so offending shall forfeit for every such offence 1*s.* 8*d.*'"

For further information, see the Reports of the Commissioners appointed by his Majesty to inquire into the state of the supply of water in the metropolis, dated 21st April 1828; particularly the evidence of Mr. C. Mylne, Dr. Paris, Dr. Harrison, Dr. J. Johnson, Mr. J. Luckie, Dr. Kenison, Dr. Yates, Dr. Somerville, Dr. Hooper, Dr. Hoffman, Dr. William Lambe, Messrs. Armstrong and Brodie; also to Mr. Ainger's plan before alluded to, in which he most forcibly points out the horrible state of the river, and need for alteration. Regarding the embanking and forming quays, the proposition has been so often and powerfully urged in Parliament and elsewhere, that it requires no further remark from me; for I could but recapitulate what has already been so admirably advanced as to the numerous consequent advantages; I shall therefore content myself with referring to the Report of the Committee for improving the Navigation of the River Thames, presented to the Court of Common Council 3d August 1832, which contains much useful information upon the subject.

Having now explained my plan and its advantages in all its principal details, the only questions that remain for consideration are the expense and returns; but these ought not to be the questions in a scheme having so many important results, and which would give employment to so many hands. If, however, all other advantages are to be considered subservient to the cheapest method of preserving the sewage from entering the Thames, I would suggest the taking from the river wherever it is too wide, or there is no obstruction, and making the main sewer pass before or behind, in order to avoid compensation for what would be in reality an improvement, setting aside, as secondary, the object of quays, improved wharfs, &c. As I have before said, this should not be done from any consideration of economy, since the advantages are infinitely more than commensurate; but if the public are not prepared for my proposition in all its bearings, I would do what I could to effect the simple object of clearing the river from nuisance, which, however great at present, is nothing to what it will be, if the recommendation of throwing the sewage of every individual house into the main sewer is acted upon. I have now merely to add, that the manner I propose to work this plan would in the course of a few months bring it into sufficient operation to prove the justice of calculations as to the manure, and relieve the river at the same time of a great portion of the sewage which now pollutes it.

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In conclusion, I would observe, that the method of preserving the manure from waste, if adopted throughout the kingdom, would enable the country to be maintained in a complete and most fertile state of cultivation; for all those waste lands, unproductive lands in the hands of Government, should be attached to the system; and wherever any land can be recovered either from the sea, marshy banks of rivers, or where rivers have more width and less depth than is requisite, it should be recovered. Until this general system is adopted, we can never justly complain of want of employment for the poor, occasion for emigration, or use for the system of poor-houses, excepting for the infirm, when their occupation would be no degradation; and how long would it be before we should be obliged to resort to such measures, when so vast an extent of land is still in a state of savage barrenness, and even that which is cultivated has not half the labour bestowed upon it which is necessary for its utmost produce. Such great and beneficial effects as these should therefore be encouraged throughout Her Majesty's dominions, and the returns would soon show the advantage of making them Government undertakings.

30, Alsop-terrace, New-road. *John Martin.*

Mercurii, 18° *die Julii*, 1838.

MEMBERS PRESENT.

Mr. Pendarves.	Sir Edward Codrington.
Mr. Barnard.	Sir G. De Lacy Evans.
Mr. Palmer.	

SIR MATTHEW WOOD, IN THE CHAIR.

Rigby Wason, Esq., called in; and Examined.

R. Wason, Esq.

18 July 1838.

1888. *Chairman.*] YOU have seen the evidence given by Mr. Rhodes on the 15th of May, and you appear to-day before the Committee in order to set that evidence right?—I have seen that evidence, and I request permission of the Committee to put in a statement of every transaction which has taken place between the Commissioners of the Woods and Forests and other parties and myself respecting the Westminster improvement.

1889. Mr. *Palmer.*] You wish to show you are not acting on an interested principle?—Yes; and the whole is detailed in this paper, which I beg to give in. On learning the effect of Mr. Rhodes's evidence, I wrote a letter to the Commissioners of Woods and Forests, to which department Mr. Rhodes states himself to be attached, requesting that he might be directed to attend the Committee to-day to hear the statement I wished to make, and give an answer to it if he thought fit; but he is not in attendance, notwithstanding the direction which I find by this letter he has received. These are the letters:

"Sir, "Office of Woods, &c., 17 July 1838.

"On behalf of the Commissioners of Her Majesty's Woods, Forests, &c., I have to acknowledge the receipt of your letter of the 15th instant, calling the attention of the said Commissioners to certain evidence given by Mr. Rhodes of this office, regarding the proposed Westminster improvements before the Metropolis Improvement Committee of the House of Commons, and requesting that Mr. Rhodes may be desired to attend the next meeting of the Committee, and state that any opinion he may have given upon the said subject before that Committee is not to be considered as emanating from this office; and I have to acquaint you that, conformably with your request, the said Commissioners have desired Mr. Rhodes to attend the meeting of the Metropolis Improvement Committee to-morrow.

"I am, Sir, your most obedient servant,

"*B. C. Stephenson.*"

"My Lord and Gentlemen, 17 July 1838.

"A PERSON of the name of Rhodes, calling himself 'attached architect to the Commissioners of Woods and Forests,' has thought fit, in his evidence before the Metropolis Improvement Committee, to bring a serious charge against me with reference to the Westminster improvements, and I have addressed to each Member of the Committee a letter similar to that which I have now the honour to enclose.

"I feel

R. Wason, Esq.

18 July 1838.

"I feel confident that such a charge could never have been authorized by you, as two of your body know it to be untrue. I, therefore, not only have no complaint to make, but take this opportunity of acknowledging, both for myself and friends, the uniform courtesy and candour with which we have been treated on this subject. Mr. Rhodes having, however, called himself attached architect to the Board of Works, I think you will admit that I am only doing right in requesting that you will desire him to attend the next meeting of the Metropolis Improvement Committee, and to state that any opinion he may have given was not to be considered as emanating from your office.

"I also enclose a copy of a detailed statement of facts laid before the Committee, that Mr. Rhodes should have no pretence for saying that he was taken by surprise.

"I have the honour to be, my Lord and Gentlemen,

"The Right honourable the Commissioners of Woods and Forests." "Your most obedient servant, "*R. Wason.*"

[*The Statement was read, as follows:*]

In consequence of Mr. Rhodes having brought a charge against me of a serious nature, viz., "That under the pretence of public improvement I have brought forward a very objectionable plan for the improvement of Westminster to serve my present interest," I request permission to make the following statement; upon which I am ready to answer any questions which any Member of the Committee may ask.

1831:—In this year I drew the first plan for the improvement of Westminster, and at this time I had no property in Westminster, nor had I the slightest intention of purchasing any.

1832:—A Select Committee of the House of Commons approved of this plan, and strongly recommended its adoption to the Government and the House. I had not in this year any property in Westminster, or any intention of purchasing any.

1833:—In this year the advertisement which I produce, dated April 17, 1835, was placed in my hands, and I immediately pressed upon the Woods and Forests the propriety of purchasing it, as it was situate in the line of street, was of considerable extent, and might be purchased by others and built upon; they declined purchasing, saying, they had no funds. I then authorized a friend, Mr. Stafford, to purchase it in his own name, and took from him a declaration of trust that the purchase-money was mine, and that the Woods and Forests should have it at the same price if they wanted it for the street. I then informed Lord Duncannon and Sir Robert Harry Inglis what I had done.

1834:—In this year the trustees of Palmer's Village advertised some land in the line of street, to be let on building leases. I waited on them, produced the Report of the Select Committee of the House of Commons, and the plan, and requested them not to let the land so as to interfere with the line of street; they professed themselves much obliged to me, but said they wanted to procure rent for the purposes of the charity. I then went to the Woods and Forests, but with similar success as on the former occasion. I then entered into an agreement with the trustees, by which the vacant ground was left unbuilt upon; but this agreement was not settled until two years afterwards, as I wished it to be made directly with the Government, in order to save the stamps and expenses on the double conveyance; and from the same cause arose the delay mentioned by Mr. Hall to this Committee to have occurred in the agreement with the Commissioners for building the New Prison.

1836:—I had repeated interviews with the Woods and Forests on this subject, and laid before them estimates for completing that part of the street, some of the land of which I had acquired, and which I repeatedly offered to let them have at the same price; one of these estimates was considered by them so low, viz. 25,000 *l.*, that it was impossible to be executed; and I was told if it could be effected for that sum they would recommend it to the Government. Not being possessed of sufficient capital myself, I engaged two friends to join with me, provided their solicitor was satisfied with the expression of the views entertained by the Woods and Forests; and he accordingly accompanied me to the Commissioners, was satisfied, my friends joined me, and we purchased other property in the line of street.

1837:—In this year I memorialized the Treasury, stating every thing which had been done; and this memorial and the subsequent proceedings have been at my request, and before Mr. Rhodes made his charge, laid before you, and published in your minutes.

1838:—My evidence before this Committee, previous to the charge made by Mr. Rhodes, proves that I have never altered the line of 1831, going south of Broadway chapel, and that I still consider it the best for the public.

I believe I have now established the following facts, which prove the falsehood of the charge made by Mr. Rhodes:—

1. That in 1831, when I brought forward the plan, I had no property of any description which would be benefited by its adoption.

2. That the plan of 1831 has never been altered by me or with my approbation.

3. That

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3. That property was first purchased by me without the slightest intention of personal advantage, and only for the purpose of facilitating the execution of the improvement.

Upon the opinion expressed by Mr. Rhodes, relative to the respective merits of the two lines, I would beg leave to make the following observations:—

Mr. Rhodes says, the line proposed by me is circuitous; this is a circuitous phrase: the question which Mr. Rhodes has not met is, whether it is not the most direct road, which it is for the advantage of the public to take.

1. The increased distance is very trifling, as the map will prove; the curve of the street will not be so much as that of the most beautiful street in Europe, High-street, Oxford.

2. By taking the curve line, the benefit of proper drainage is extended to a much greater surface, an object of paramount importance.

3. By taking the curve line, a much greater quantity of valuable frontage would be at the disposal of the parties effecting the improvement.

4. It would be much easier effected, both with reference to the actual cost, and to the convenience of the public.

I should mention that Mr. Rhodes gives as a reason for taking the straight line, that the venerable buildings of Emanuel hospital would be left; but the fact is that this venerable building is a mere shell of little value, and the governors of the hospital are willing to remove the building to a more fitting locality.

[*The Petition of the Provisional Committee of the Westminster Improvement Company was read.*]

Mr. *Frederick Yates*, called in; and Examined.

Mr. F. Yates.

1890. *Chairman.*] HAVE you a different plan to that which has been already delivered in to the Committee?—There are some slight alterations, which Mr. Taylor, the architect to the Westminster Improvement Company will explain to the Committee; the plan of the Westminster Improvement Company already given in to the Committee, does not contemplate the entire removal of Mr. Elliott's brewery; this plan embraces the removal of Mr. Elliott's brewery and the purchase of the whole of his property in Pimlico; with that variation, this plan is an exact copy of the plan already before the Committee. The Provisional Committee have come to the resolution, that it was more feasible to take the whole of Mr. Elliott's property than pull down his brewhouse, as originally contemplated, leaving the rest.

1891. Are you able to state that you had any offer of terms from Mr. Elliott?—Mr. Elliott is willing to sell the whole of his property at a certain price, in consequence of which, the plan now before the Committee has been adopted.

Mr. *J. H. Taylor*, called in; and Examined.

Mr. J. H. Taylor.

1892. *Chairman.*] HAVE you any estimate of the total expense of the improvement from the Broad Sanctuary to Arabella-row, Pimlico?—£. 1,157,000 for the purchase of the whole.

1893. Have you got a statement of the returns for that, whether ground-rents or otherwise?—The returns in ground-rents are 61,000*l.* per annum.

1894. Have you deducted the expenses of making the streets and roads and sewers and so on?—I have not deducted those expenses from the cost of the property; the value of the old materials, which will remain to be sold, I consider will be more than sufficient to form the streets and the sewers.

1895. What is the amount of old materials calculated upon that line?—I have not made any correct calculation; I only know that it is much more than sufficient to form the roads and streets and make the sewage.

1896. At what do you value the ground-rents, by situation?—I have ascertained the quantity of land to be let on building-leases, and according to their situations I have put a value upon them and put down the whole amount at 61,000*l.* per annum as ground-rents, under building leases.

1897. At what have you reckoned it per foot?—I have reckoned it in the street from the abbey to Pimlico at 2*l.* 10*s.* a foot.

1898. What are the depths?—They vary from 60 to 100 feet.

1899. The total amount you make come to 61,000*l.* per annum?—Yes.

1900. At how many years' purchase should you value that?—I should say that is worth 30 years' purchase, but I put no value upon them; I think that the expenditure of 1,157,000*l.* will produce to the Westminster Improvement Company 61,000*l.* per annum, showing a profit of rather more than five per cent., which is 20 years' purchase.

Mr. *John Dowley*, called in; and Examined.

Mr. *John Dowley.*

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1901. *Chairman.*] ARE you the surveyor to the commissioners of sewers for Westminster?—I am.

1902. Are you well acquainted with the locality into which the improvements are intended to be carried by the Westminster Improvements Company?—I am.

1903. Will you state to the Committee the present state of the drainage over those particular parts; is it in a good state or otherwise?—Some parts of the district are tolerably drained, others are not well drained.

1904. When you say that some part is well drained, will you point out on the map that which is the best drained?—Smith-street is well-drained; there is a good sewer there and along Wood-street to the Thames.

1905. Is there a good fall there?—No, a small fall.

1906. What is the fall of the sewer there, which you say well drains that part of the neighbourhood?—I think it is about three inches to 100 feet.

1907. What is the circumference of the sewer?—Three feet wide and five feet six high.

1908. Is that the usual width?—Yes.

1909. Over what ground does it pass?—It comes up nearly to Great George-street.

1910. Is that sufficient to carry off all the water and refuse soil about there?—Nearly so; the great evil is the houses being built so low.

1911. In the present state of the property, can you effect a better sewage over that district?—No.

1912. Sir *Edward Codrington.*] Is that drain square at the bottom?—No.

1913. Sir *G. De Lacy Evans.*] Though you say that is the best drained of any in the district, you do not think it is sufficiently drained?—No, I do not think it is, the houses being built so low is a great evil.

1914. So long as the houses remain in the present state, you cannot improve that drainage?—No.

1915. *Chairman.*] Will you state which you consider the worst drained part?—Old Pye-street and Duck-lane, what was formerly called Palmer's Village, most of the houses of which are now very badly drained; there is no drainage whatever, in fact.

1916. Is there any large sewer near that part?—Yes, there is a sewer along old Pye-street.

1917. Has that been made many years?—No, not more than six or seven years.

1918. What is the effect of high water on those sewers?—If it was not kept out by dams the whole of that would be inundated every tide.

1919. Have you seen it in that state?—No, I have not.

1920. If it is high water, is the natural consequence that this will be flooded?—There is not water enough coming down from the country to take out all the filth that is penned up by shutting the dams.

1921. Sir *E. Codrington.*] What is the height from the openings of the sewers at spring-tides?—Seven or eight feet.

1922. What is the height at the high tides above the bottom of the sewer?—High tide is 14 feet above the bottom of the sewer.

1923. *Chairman.*] There is no back-water comes in at all to any one of those sewers?—No, nothing to scour them.

1924. Nothing but what falls from the houses?—Just so.

1925. Mr. *Palmer.*] Do those sewers you have spoken of drain the cellars of those houses?—They are drained, but I do not say efficiently drained.

1926. Mr. *Barnard.*] From the nature of the banks of the river, do you think it possible to lower those outlets to the river Thames, or do you think them the best outlets which can be afforded as to their height?—It is possible to lower them very considerably.

1927. How many feet?—I should say three feet.

1928. That would run them into the river?—Yes, it would very much.

1929. In your judgment, do you think they can be lowered so as to get three feet more drainage from those houses you are going to build, or the houses now built?—The level of the outlet being the sewer, three feet would not admit of the basements of the houses being built at any greater depth than they are at present; indeed not so low.

1930. If

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1930. If you lower the outlet three feet and get that drainage which you think the least possible you can do with, you may lower your levels?—No, I think that those three feet we should gain in the outlet ought to be distributed in the sewers; at present they cannot cleanse themselves.

1931. If you do not lower the floors of the houses which can now be drained, you will have the advantage of a better current?—Yes.

1932. *Chairman.*] Is there any drainage or other large sewer in Tothill-street?—There is a sewer in Tothill-street, but there is scarcely any fall.

1933. Where does that commence?—Nearly opposite Dartmouth-street, and it discharges itself into the sewer in Dean-street.

1934. Is that sufficient for the present purposes?—I cannot say that it is; it is not a good sewer.

1935. Is any part of this you have been describing connected with the great drain from King's Scholars' Pond?—The drain that runs from James'-street runs by the prison to Willow-walk bridge, and then goes into the King's Scholars' Pond sewer.

1936. What fall is there there?—A very small fall.

1937. Mr. *Barnard.*] What do you consider, knowing the state of the sewers and the state of the drains there, as the average fall?—I should take it at an average of five inches, beginning with a very small fall, and increasing as we proceed.

1938. You would recommend the Commissioners of Sewers not to allow any sewer to be placed below that fall?—Yes.

1939. *Chairman.*] In the contemplated improvement would you throw your main drains into that sewer, or into the River Thames?—I think part one way and part another.

1940. Have you one general map of all your district, with the sewers marked out?—Yes.

1941. Can you lay such a plan before this Committee?—The commissioners could furnish such a plan, no doubt.

1942. Mr. *Palmer.*] Have you the levels of the street marked, so as to see on the ground plan the difference of the levels of the different parts?—I do not think we could furnish that.

1943. Are you acquainted with the improvements in the parishes of St. Margaret and St. John contemplated by the Westminster Improvement Company?—By this plan, which is produced, I am.

1944. Supposing that the ground was raised from one terminus to the other of the broad streets, giving a fall averaging from four to six feet of the drains, would that remove the present difficulties as to drainage in a great measure?—I apprehend it would.

1945. You consider that the drainage over the whole of this spot would be very much remedied if the suggested improvements from the raising the ground were carried into effect?—Yes.

1946. Mr. *Barnard.*] Would you carry your improvement as to the levels throughout, or are there spaces of level ground you would not alter?—Those parts that are not contemplated to be improved would remain as they are now.

Mr. *William Green,* called in; and Examined.

Mr. *William Green.*

1947. *Chairman.*] YOU are an inhabitant of St. Margaret's, Westminster, residing in Queen-square?—I am.

1948. How long have you resided there?—I have resided in that part of Westminster 26 or 27 years.

1949. Have you filled any official situations, churchwarden or overseer of the poor, during that time?—I was overseer of the poor in 1831 and 1832, during the prevalence of the cholera in this country.

1950. Did you at that period experience inconvenience from the state of the sewers?—When the board of health was formed in 1832, the matter which caused the most serious alarm was the state of the sewage; energetic appeals were made by the combined authorities (viz. the parochial officers and the board) to the Secretary of State for the Home Department, to the Council-office and to the sewers commissioners; the commissioners of sewers did all that could be done by the formation of new sewers at a great expense, but they have failed to remedy the

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the evil, and the nuisance continues very bad, for which I would appeal to the representations of medical men as to the state of health of the people residing in that crowded district.

1951. During that period, did it fall within your office to visit the poor who were afflicted with this malady?—Daily.

1952. Will you be good enough to give to the Committee some idea of the misery that was witnessed throughout the parish of St. Margaret?—Their habitations were as bad as the habitations of the poor could be; drainage was utterly impossible from the want of sewers; the soil from the privies was, in some parts, running over the road; the poor were concentrated in small rooms, ill ventilated, dirty and generating disease of every kind in its worst form. I at that time formed one of the board of health, and representations were made to the then Government and to the commissioners of sewers of the state of the habitations in the parish of St. Margaret generally. I hold in my hand a report of the sub-committee, together with the answer made by the Government and the commissioners of sewers, promising to do every thing that could be done to benefit the parish. The report of the board of health is dated the 3d of January 1832.

[*The same was read, as follows:*]

REPORT, dated January 3, 1832, of the Sub-committee of the Board of Health;

PURSUANT to an order of the General Committee for a List of the present Subscribers to the Fund, together with a summary of the objects to which the attention of the several Committees of the Board of Health has hitherto been directed, and what has been completed, so far as the same has been completed, and with an analysis of the objects to which they propose, in the next place, to direct their attention.

To the Committee of the Board of Health for the Parishes of St. Margaret and St. John the Evangelist, Westminster.

YOUR sub-committee have, in the first place, to lay before you a list of the subscribers to the present period; and to remark, that in justice to the liberal feeling under which the noblemen and gentlemen resident on Richmond-terrace and in Privy-gardens have subscribed pending an action as to whether they are or not subject to parish rates, a minute has been entered on the committee-books that such subscriptions are made and received without prejudice to any questions between these subscribers and the parish.

On the second point entrusted to your sub-committee they have to report, that the Board of Health for St. Margaret and St. John, formed in consequence of the summons of the vestry of the 8th of November, forthwith appointed 16 district committees, each district committee consisting of three persons, to inspect the present state of the parish, with a view to the prevention of contagious disease among the poor.

Each of the 16 committees was attended by one medical gentleman deputed from the Medical Board of Health, which had been formed from the medical gentlemen of the parish under the above-mentioned summons of the vestry.

The 16 district committees, eight for each parish, immediately commenced their labours, and between the 11th and the 22d of November inspected every street, court, alley and yard throughout the parish, and entered every house of the poorer inhabitants within the whole district, and on the last-mentioned day each of the said committees delivered in a detailed report to the general board.

The report embraced—

The state of sewers and of drains.
The dirt-heaps and dust-holes.
The sinks, privies and cesspools, and other nuisances.
The cleanliness, ventilation and repair of houses.
The state of the inhabitants as to health or sickness, comfort or privations.

On the first head the report contained a statement of the ruinous condition of the drains in general, and the entire absence of a common sewer throughout the larger portion of the united parishes, where, however, payment of the sewers-rate has for years been enforced.

The filth-heaps in the streets were large and numerous, greatly increased, as well as accumulation of all sorts in the dust-holes, by the gross neglect of the scavengers, and insolence and imposition of the dustmen.

The sinks, privies and cesspools in many parts of the parish were in a state that threatened mischievous disease at any moment, and the local nuisances of other kinds were very many; in a very few cases, comparatively, the houses were in a dilapidated state.

The ventilation was generally better than could have been expected, and the lime-washing only partially essential.

The poor inhabitants, who were generally remarked on in all districts, but in respect to whom minute detail was entered into in some reports, were in many parts, especially in St. John's parish, in severe distress and want. They were, however, mostly in good health; measles and scarletina were the only prevalent diseases, and the poor were cheerful, civil and willing.

On the whole, it appeared that the state of sewage throughout the parishes formed the evil

evil the most pressing and the most difficult to remedy; that the local nuisances might be partially removed by persuasion, but needed continual inspection; and that most of the remainder of them, together with the wants of the poor, appeared surmountable by care, kindness and attention.

A concentrated abstract of these reports was communicated to the Central Board of Health at the Council-office, and to the Secretary of State for the Home Department, calling the attention of the latter earnestly to the state of the sewers, and praying the Government to afford some means of giving efficacy to the endeavours of the board to prevent the introduction of disease into this populous district. The Secretary of State answered, that the Government would give to the subject their most anxious attention.

A complete map of the sewers was kindly prepared, with much labour, by Mr. Hunt, for the use of the Board of Health.

The commissioners for sewers have cleansed some portion of the parish, but much and the greater part of the evil in respect to sewage remains to be remedied, and doubts are entertained as to who may undertake the remedy.

Application for cleansing the streets and dust-holes was made to the several authorities upon whom that duty devolves, for the parishes of St. Margaret's and St. John's.

In the meantime not a moment was lost by the overseers in employing numbers of paupers belonging to the parish in cleansing the streets, alleys, courts and yards. A considerable improvement was effected by this immediate measure, and the effect of the application to the boards above mentioned has been, that more particular instructions and duties have been given to the several inspectors; a new contract has been entered into for the district under the governors of the poor; the parish has been cleansed as to scavenging and dust; and it is now provided, that so long as any reasonable apprehension exists, the cleansing throughout the parish shall be effectually done, not only every week, but from time to time, as occasion may require. Further neglect is guarded against by penalties, and any complaints upon the subject made to the committee of the Board of Health will be thankfully received and immediately attended to.

Application was made to the Chelsea Waterworks for frequent and abundant supply of water to all parts of the parish for cleansing the streets and lanes, and to allow stand-pipes to be placed in such a situation as the local committees may think it desirable for the purpose, and the directors have liberally engaged to give this requisite valuable assistance, when wanted, free of expense.

Some hundreds of letters have been sent to the occupiers and landlords of houses in which local nuisances were observed, requesting them to remove the same; answers have in many cases been received, some personally, some by letter, generally professing a disposition to comply with the request, so far as it may lie in their power.

On the 28th of November a subscription was set on foot by the Board of Health for the payment of such of the expenses as could not legally be defrayed out of the parochial rates, the collection was placed under the direction of a committee of the board.

The committee circulated above a thousand letters throughout the parishes, requesting assistance; they afterwards sat for one week daily, to receive subscriptions and give explanations, and since that period have been occupied in waiting personally on those gentlemen in London who had not yet subscribed, and in applying, by writing, to such of the gentlemen as were not in London, soliciting their subscriptions in aid of the objects of the board.

The sum subscribed already amounts to 724 *l.* 17 *s.* 6 *d.*; it is placed in the hands of the bankers, Messrs. Maude & Hallett, of Great George-street, to the account of the committee, to concert measures for the prevention of contagion in the parishes of St. Margaret and St. John the Evangelist.

Your sub-committee have satisfaction in observing that due check is placed upon the expenditure by the appointment of a board of audit, for expenses incurred, by a regulation that a quorum of nine shall be necessary for the purposes of making payments, and by a resolution that a full abstract of the whole expenditure shall, on the close of the transactions under the Board of Health, be delivered to every subscriber.

With reference to the third point entrusted to your sub-committee, namely, those objects of the Board of Health to which they propose that the attention of the Committee should in the next place be directed, your sub-committee feel that these objects may be divided into three:

1. The sewers and drains of the parish.
2. The local nuisances, both public and private.
3. The wants and privations of the poor.

In regard to the first object, your sub-committee propose that renewed application should be made at the board of the commissioners of sewers, to represent to them more earnestly the painful and disgraceful state of the sewers of the parish, and to urge them to purge and cleanse such sewers, gullies and drains throughout the district as by the terms of their present commission they are bound and authorized to cleanse; and further, that both the commissioners for sewers, and also those departments of the Government whom it may concern, should be urged to issue, or procure for the commissioners, further powers, if needful, for making improvements, enlargements and additions to the common sewers essential throughout these parishes, not only for the comforts of the inhabitants, but for the prevention of distressful disease, which the medical board state to be impending upon this district at any moment on account of the state of sewage therein and more so therefore now.

Your sub-committee have had communications on this subject with the commissioners for

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sewers, and received assurances from them of every disposition to meet the wishes of the board in these respects; your sub-committee propose that a committee of five be immediately appointed to carry this important measure through.

In regard to the second object, namely, the local nuisances, the committee feel it absolutely necessary that personal inspection should still periodically continue, and they suggest that a district committee pursue these labours, modified as circumstances may allow.

Your sub-committee have already communicated with the commissioners of the metropolitan police, as to their assistance in seeing to the due execution, and reporting the neglect of intimations and directions given by the committee as to nuisances; the commissioners have answered by expressions of an entire readiness to assist in the object desired, and your sub-committee recommend that arrangements should be concerted with a view of making proper use of this assistance, still coupled with periodical personal inspection by the district committee, and that a committee of nine should be appointed to carry this object into effect.

In respect to the third object, namely, the wants and privations of the poor, your sub-committee feel aware that the labour is still greater than in the other objects, but the object is now becoming more and more necessary; it is now almost paramount.

They propose that the parish be divided into districts, for the special purpose of obtaining a report of the names, number and condition, means and character, so far as it can be ascertained, of every one of the poorer families of the parish, taking in both their apartments and personal wants.

Your sub-committee hope that towards this labour to be once performed the assistance would be given of many kind individuals, besides those absolutely on the committee; and with such a body of evidence as by this proceeding may be obtained, the committee will have ample means as a foundation and ground-work of further proceedings. Your sub-committee propose that a committee be appointed to concert the means and to carry this object into effect. They propose that the committee should, where necessary, be prepared to give assistance for lime-washing or ventilating the houses, but never except in concert with the inhabitants themselves.

Inquiries have already been made for procuring at the very cheapest price bedding and clothing of every kind, as it may be desirable in most cases to distribute articles of comfort rather than money, and it is hoped that some supplies of these articles will be gained from the kind assistance of individuals.

If the weather becomes hard, and circumstances render it needful, it is proposed that places shall be fixed where gruel or soup or potatoes or coals may be given at the discretion of the committee who are to superintend the personal wants.

The name of a medical man should be made known in each district, to whom immediate recourse may be had in sudden illness, and he should have authority in such case to order supplies.

In all the measures for assisting the poor, to preserve cleanliness and promote comfort, your sub-committee propose that the committee should be determined to be guided in their application of such funds by the disposition which they find in the inhabitants themselves to second the objects of the committee; that where such a disposition is shown the committee should assist those who want the ability, but where parties do not use their own endeavours to promote the objects desired, the committee, instead of contributing funds, should use such power as the law affords to compel their attention to them.

In accordance with the recommendation of the medical board, your sub-committee propose that the committee should direct their attention to the selection of a building where, in case of cholera, patients may be removed, and also as to a place of burial for the dead. The overseers have already provided apartments for the reception of a limited number of sick attacked with cholera in case of sudden emergency.

It is proposed that the medical board should be requested to send in a list of such supplies as may be necessary for the occasion, taking into view both the hospital and the provision for preventing contagion necessary in case of death.

It is proposed also, that arrangements should be made to ensure an abundant and immediate supply of all articles necessary on the appearance of cholera, but that none of this portion of the expense should be actually incurred until requisite.

In conclusion, your sub-committee beg it may be impressed on the parish, that the labours of the several committees have been and continue to be wholly gratuitous, including also those of the medical board, and the several secretaries of the committees.

Your sub-committee feel that when the efforts already made and making by many of the respectable inhabitants toward effecting the objects of the board are generally known, the remainder of the inhabitants, seeing what has been done, will come forward to give their faith and their money for the performance of what remains.

By Order of the sub-committee, *James Bandinel*, Chairman.

This is the answer from the commissioners of sewers:

"In consequence of the memorial presented, and the other efforts made by the sub-committee, the court of commissioners of sewers have ordered and actually begun the building of near 4,000 feet lineal of new sewer, at an expense of at least 5,000*l.* The sewers so ordered are as follows: beginning at the north end of Marsham-street, up Smith-street and Dean-street to the corner of Tothill-street and Prince's-street; from Great Peter-street up St. Ann's-street to about 100 feet beyond Old Pye-street, down Pye-street to the centre of Duck-lane; from Dean-street down Orchard-street to New Tothill-street, and up New Tothill-street,

Tothill-street till it joins an old sewer in that street; from New Tothill-street up Dean-street, till it joins an old sewer in that street, and from Orchard-street up the new way, till it joins the old sewer in that street; that in the execution of these sewers the commissioners have been obstructed in their progress by the absolute necessity of removing one of the mains of the chartered gas-light and coke company out of St. Ann's-street and Orchard-street, and laying down a new main in lieu thereof, to go up Peter-street, Smith-street and Dean-street, till a junction can be made with the old main beyond the end of Orchard-street; that application has been made by your sub-committee to the paving board of St. John's parish to remove this obstruction, and they having taken into consideration the very great importance of the sewers to these parishes, and that nothing should be suffered to impede their progress that could with propriety be accomplished by them, have resolved to cause their removal with as little delay as possible, although at an estimated expense to the parish of 300*l.* The sewers now in progress will be of most essential advantage to those low parts of Westminster which have hitherto been without any. The sub-committee, encouraged by the success which has attended their efforts up to the present time, look forward with a confident hope of accomplishing much more before they relinquish their trust. The sub-committee beg to lay before you the letter in question from the commissioners for sewers. February 23d, 1832."

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1953. How did that come into your hands?—From Mr. Wilson, who acted as honorary secretary.

1954. Has any effectual remedy been supplied by the commissioners of sewers since that report was made?—Very partial indeed.

1955. Is the sewage much improved by the outlay of the money you have spoken of?—Some portions of it slightly, but in one part of the parish not in any degree.

1956. Is Tothill-street in as bad a state now as it was at the time to which you have just spoken?—It remains in precisely the same state; at one house, a grocer's shop at the corner, they are under the necessity of every day pumping the water out, on account of the impossibility of draining it, and it is a positive and serious nuisance to the neighbourhood from the offensive water which is pumped out.

1957. Is Strutton-ground in the same situation in which it was at that time?—I am not aware of any improvement having been effected in Strutton-ground; I have frequently seen them pumping water from their cellars, of the most offensive description, at all hours of the day.

1958. Mr. *Barnard.*] They might be drained by new sewers?—Yes, if carried sufficiently far, and the houses elevated.

1959. Could the sewers, in the present state of the property, be made deep enough to carry off the superfluous water?—I think not; there is at this time fever to a very great extent existing in the parish; Dr. Wright, who is the professional attendant to the part of the parish, can speak more fully as to that, but I have no hesitation in saying that it would exist in a much less degree if there were better drainage and better ventilation.

1960. Are you aware of the improvements contemplated by the Westminster Improvement Company?—Perfectly.

1961. If they were carried into effect, would the drainage be improved, and the neighbourhood cleared of what you consider are the causes of this fever to the greatest extent?—Decidedly.

Mr. *John Dowley*, called in; and further Examined.

Mr. *John Dowley.*

1962. SUPPOSING this improvement were carried into effect by the Westminster Improvement Company, and the drainage laid down from the raised ground, would the drainage be then complete?—It would admit of all the collateral drainage not included in that plan being made complete.

1963. It would effectually drain that property?—Yes.

1964. Mr. *Barnard.*] Do the proposed improvements leave other ground not in an improved state, or do they work up to the higher ground?—I think this takes nearly the whole of the low ground.

Dr. *John Wright*, called in; and Examined.

Dr. *John Wright.*

1965. YOU are the medical attendant of the united parishes of St. Margaret and St. John?—I am.

1966. It is your duty to attend the poor of those respective parishes?—It is.

1967. In what state do you find them living; describe the character of the houses in which it is your duty to visit those poor people?—The character of the houses of all the district is of the very worst description; the streets are narrow and confined; the houses are crowded together, with very little ventilation; built up courts and alleys, and the houses themselves are old, the rooms small and of bad elevation;

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the houses are ill ventilated through the whole district, the streets themselves not being sufficiently capacious or large to admit of division.

1968. Have you found more than one family residing in a house?—In many portions of them there is a family residing in each apartment through the Almonry, Orchard-street, Old Pye-street, Duck-lane, Perkins's Rents and all those streets adjacent.

1969. What disease is the most common as afflicting the poor over this particular district?—At this time fever is prevailing, and has prevailed now for some months past.

1970. Of what character?—Low typhus fever.

1971. In your opinion, as a medical man, do you consider that the diseases of which you speak are generated by the consequences produced by the present state of the drainage?—I conceive that the fever is now produced and kept up by the state of the drainage, and the general character of the neighbourhood, the want of ventilation, the close confined character of the neighbourhood generally; I find, in many instances, in consequence of the very crowded state of the neighbourhood, one person being taken ill in a family, it runs through the whole; in one instance, in Great Duck-lane, I have had upwards of 30 cases of fever out of four houses, in the last two months.

1972. *Chairman.*] How many cases were fatal?—There have been fatal cases, but by care and attention the fatality has not been great; those 30 cases have been bad cases; I think three only have died, but a number of them have been removed into the house assigned by the parish for fevers, otherwise many of those cases would have been fatal.

1973. You have visited those houses in very wet weather, perhaps?—I have, sometimes.

1974. What is the state of their yards?—In their yards the necessaries and privies in every part are running over the surface.

1975. There is no fall into any sewer?—I understood not, or insufficient; I believe they have been cut off in some way or other from the present sewage; that has been remedied, I believe, within the last week, throughout the whole of that neighbourhood; I have seen in several parts the sewage opened, and the obstruction removed.

1976. Do you consider that if the drainage was better adapted to carry off the superfluous water, that would have a good influence on the health of the inhabitants of the neighbourhood?—I consider that it would have a material influence; it would require more than that to render the neighbourhood healthy.

1977. During the time you have attended those families, have you ever known the district free from fever?—I believe that fever has not prevailed in London to any extent for some years till within the last nine months; since October last it has continued in this neighbourhood, and still continues, and I do not see any probability, unless every house could be removed, and the ground cleared, of freeing the district from fever.

1978. You consider that an improved drainage would improve the salubrity of that part of the metropolis?—Certainly, it would.

1979. Mr. *Barnard.*] The Committee are further to understand, that not only a drainage is necessary, but you think a total removal and alteration of the streets and houses is desirable?—My feeling is, that the whole of that district, as it now exists, is and always will be a focus for every malignant disease existing in London; I was actively engaged during the time of the cholera in attending cholera wherever it appeared, and it prevailed in this particular district in the same way as the fever is now doing; as long as that disease existed in London, and in the event of any malignant or contagious disease existing, I have no doubt it will be found there.

1980. In consequence of insufficient ventilation and sewage?—Yes; small-pox prevails there, in consequence of the crowded state of the neighbourhood, in a great degree.

1981. It is your opinion that a great improvement would take place in respect of health, if these improvements were carried into effect?—Certainly.

Mr. *William Bardwell*, called in; and Examined.

Mr. *W. Bardwell.*

1982. HAVE the goodness to state to the Committee the manner in which you propose to raise the ground for the purpose of getting better drainage?—In the first place, the roads and main streets will be laid out; the vaultage

or

or cellarage will be formed upon the lines; the main sewers along those lines will be also formed; a main sewer would also be formed along the margin of St. James's Park, and lateral sewers between those two lines, or three lines; the streets then would be filled up with rubbish.

1983. Do you anticipate that there would be any difficulty in raising this ground so as to get a proper fall to carry off the water?—No difficulty will exist, if we raise the ground 10 feet, which I presume would be the case, about Palmer's Village.

1984. Of your own knowledge, do you not know that the ground has been raised in this particular part, by Brewer-street and Vauxhall-road?—It has been raised in Brewer-street and in the Chelsea-road very considerably, but that has not been raised so much as we shall have occasion to raise it here; at St. Margaret's chapel is the point of the greatest distance between the two main sewers, consequently at that point the ground would have to be the highest, and from thence we should fall into the two sewers, a sewer at each end.

1985. *Chairman.*] How would you improve the remaining houses of the lower classes if you did not take them down?—We propose clearing the whole district between the two sewers; there are no sewers between Broad Sanctuary and the Chelsea road.

1986. It is intended to sweep away every house of every class whatever in that district?—Yes.

1987. According to your practical experience as a surveyor and architect, do you anticipate that there would be any difficulty in raising the ground?—None whatever.

1988. Mr. *Barnard.*] You mean to raise the ground to a greater extent than the ground which has been before raised?—At the Broad Sanctuary there is a common sewer, and at the Queen's-road is the other common sewer; between those two points the whole of the ground must be raised for any sewerage to be afforded.

1989. Are you to be understood that though the intermediate space is meant to be raised, both ends are sufficiently high for general purposes?—Those are high enough for common sewers; they now empty themselves into the Thames.

1990. That you consider as comparatively high ground?—Those are the main sewers we must drain into; the whole of the district between those I have stated is destitute of common sewers.

1991. What is the present leading communication between the site of the proposed new Houses of Parliament and Grosvenor-place, and Pimlico and Belgrave and Eaton squares?—There is no direct communication; there are some crooked streets extending as far as Emanuel hospital or thereabouts, but no thoroughfare to Grosvenor-place and Pimlico from thence.

1992. By the improvements contemplated by this company, if carried into effect, would the convenience of communication be very much increased and accelerated?—Very much so, indeed.

1993. There is no public communication, except the crooked streets you have mentioned, at present in existence?—There is none.

1994. Are you aware that there is any other district in this part of the metropolis so destitute of public and convenient communication?—It is quite a stagnant portion of the metropolis, if I may so term it.——[Mr. *Taylor.*] I beg to correct a part of my evidence. I stated that the returns from the old materials would be sufficient to pay for forming the streets and sewage; but I ought to state that the sum received for old materials will be required for other purposes which are otherwise totally unprovided for; it is proposed to be applied to incidental expenses for the purpose of carrying this plan into effect.

1995. *Chairman.*] Are you prepared to say that the old materials would make the roads and pave the side pavements?—No, not pave; I said it was sufficient to form the roads and effect the sewage, but there would be other incidental expenses of obtaining the Act, and other purposes to which that should be devoted.

1996. You still are of opinion that it will make the roads and perfect the sewers?—It will be sufficient for that purpose; but the company would be in a situation of not being able to carry those improvements into effect for want of funds, if it was devoted to those purposes.

1997. Mr. *Barnard.*] There would be a further sum required for incidental expenses?—Yes; other incidental expenses would remain unprovided for if it was so applied.

Mr. *George Thomas Bullar*, called in; and Examined.

Mr. G. T. Bullar.

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1998. *Chairman.*] BE pleased to state your professional residence?—I am an architect and surveyor at Liverpool-terrace, Islington, and 18, Aldermanbury.

1999. In the plan before you, you suggest some improvements in Westminster; will you state what they are?—First, to provide direct and suitable approaches to the royal entrance of the House of Lords, from the termination of the proposed new street from Buckingham Palace, by making a spacious road or avenue round the south side of the abbey: secondly, to take away the old dwelling-houses, with the schools, &c. which are attached to the south side and part of the west front of the abbey, in order to lay open to public view the entire exterior of this ancient and magnificent structure.

2000. At the end of the proposed new street near the abbey, you propose to open the abbey and the Houses of Parliament, by taking down the Jerusalem chamber and three houses, Mr. Vincent's and so on?—Yes.

2001. You take away Dean's-yard?—Yes; and in fact clear away the whole of it, and get a direct approach to the House of Lords; it struck me that in going round it was a most circuitous direction.

2002. Would not you rather take down St. Margaret's church?—No.

2003. This would be very expensive?—The prebendaries' houses are in a most dilapidated state; some of them are shut up.

2004. Can you give the Committee any estimate of the probable expense of this plan?—No, I have not made an estimate.

2005. Mr. *Barnard.*] Have you any idea that the ecclesiastical body would consent; have you any reasonable ground for supposing they would?—I have not inquired.

2006. *Chairman.*] It would take a considerable time to replace the prebendaries' houses and the school, would it not?—Yes; but they might be very soon rebuilt, and I think when this great improvement is going on it is desirable to make it perfect.

2007. Have you any estimate of the probable expense of purchasing this property and replacing it again?—I have not made an estimate. The third object I have stated, is to rebuild the Westminster-schools, residences for the clergy, &c. on an improved plan; the whole to be finished in a style of architecture corresponding with the exterior of the new Houses of Parliament.

[*The Witness delivered in his Plan and Statement of the Particulars of Improvement.*]

Robert M'William, Esq., called in; and Examined.

R. M'William, Esq.

2008. *Chairman.*] DO you attend with a view of correcting your evidence of the 15th of May last?—Yes, I do; I beg to substitute this paper instead of the answers to the questions Nos. 1590 to 1599 inclusive.

[*The same was delivered in, and read, as follows:*]

"Proposed Improvements at Battle-bridge, Gray's-inn-lane, St. Pancras-road and the City-road.

"It will be seen by the map or plan of the metropolis given in by me to the Committee at their meeting on the 15th instant, that five great thoroughfares, viz. the New-road, St. Pancras-road, Battle-bridge and Holloway-road, Gray's-inn-lane-road and Maiden-lane, join the road at Battle-bridge; through this narrow pass, less than 53 feet wide, the whole population, traffic, &c. of the western districts (a population that by the bills of mortality for 1831 amounted to 248,852, and has since greatly increased), must pass in going to and from the city, and the north-eastern parts of the metropolis; indeed I do not happen to know any other place in this country, without the city, where traffic to such an extent, and so circumstanced as regards the meeting of so many public roads in so narrow a thoroughfare is conveyed.

"But this might be greatly obviated by continuing the Gray's-inn-lane-road as marked on the plan, nearly in a straight line, northward, across the New-road, so as to join Battle-bridge-street and the Holloway-road; the space to be opened between the Gray's-inn-lane-road and the New-road, as now proposed, is about 230 feet, and includes eight small houses, worth together about 4,000*l.*, which amount might be much reduced by the re-sale of such parts as might not be required for the opening.

"A further great public advantage might be obtained by opening a thoroughfare from Clarendon-square, Somer's-town, to the St. Pancras-road (this could be done by taking down only two very small houses at the end of Phœnix-street, as marked on the plan, worth together about 400*l.*); then across the St. Pancras-road into Suffolk-street, north of the Small-pox hospital (taking down seven small houses, as marked on the plan, worth together about 2,000*l.*); continuing the same line through Suffolk-street, and a plot of garden-ground, about 60 yards long, worth about 200*l.*; then, after crossing Maiden-

lane,

lane, continuing nearly the same line to the Battle-bridge and Holloway-road, about 270 yards; this last part is private property; the road is already partly made, and will be completed and given up by its proprietor to the public without compensation, in the event of the proposed opening being made through Suffolk-street. *R. M'William, Esq.* 18 July 1838.

"By adopting the above suggestions, the present exceedingly crowded state of Battle-bridge would be greatly relieved, and the public correspondingly benefited; at present, for more than a mile and a half northward from Battle-bridge, there is no other public road or communication betwixt the populous districts of Hampstead, St. Pancras, the northern parts of Marylebone, &c. and the parish of Islington (which last-named parish alone contains above 37,000 inhabitants), and its adjacent districts, and the city, &c.; whereas by means of the proposed new openings from Clarendon-square, the respective inhabitants above referred to, who now necessarily use the Battle-bridge narrow thoroughfare, might not only avoid that passage, but also, when desirable, might join the New-road or any other road in the neighbourhood of Pentonville and Clerkenwell, &c., by Winchester-street and Southampton-street, &c.

"The only improvement of the City-road that I am at present prepared to recommend is, to remove one house at the south-east corner, opposite the Angel-inn, Islington, as marked on the plan; the expense might be about 600 *l.*"

Mr. *James Phalen*, called in; and Examined.

2009. *Chairman.*] WHERE do you reside?—I reside in Providence, Rhode Island, in the United States of America. *Mr. James Phalen.*

2010. Have you been a managing contractor for lotteries in those states for some years?—About six years.

2011. Will you describe to the Committee the manner in which they are conducted, and for what purposes?—The purposes for which I have been manager have been for the last four years for the benefit of public schools; formerly I conducted a lottery to build a bridge at Enfield Falls; there had been various other projects before I was manager, many of which are now in operation under other contractors.

2012. Have many of your improvements been effected by lotteries?—Canals have been effected by them, churches built and many other public improvements which I do not now recollect; improvements to a great extent have been made by them. I have a charter now which commences at the expiration of the present one for public schools, passed by the same legislature, that will be for the benefit of an historical society, and which probably will be connected with public schools also.

2013. To what amount have you at different times raised?—As the state in which I reside is a very small state, the sum they raise is only 10,000 dollars per year for public schools; for the same object in the state of Delaware, I think the sum is 50,000 dollars per year, for public schools and other purposes; that would be 10,000*l.*

2014. Many others you know where considerable amounts have been raised for those public purposes?—Yes; as many of the states have lotteries, the sums raised by all of them together are very considerable.

2015. Mr. *Barnard.*] Can you state the proportion of the states where they have lotteries and where they have not?—They have them in Rhode Island, Delaware, Maryland, Virginia, North and South Carolina, Georgia, Kentucky, &c. and I think Missouri; some of the states I am not positive about. In some of the states there are several grants in operation at the same time for different objects, so that the amount for the united objects would be large.

2016. Do they go on principally in the large towns?—Yes; the tickets are sold in the large cities principally, but also in every place where there is much population. The drawings take place generally in the capitals of each state.

2017. Have the goodness to state to the Committee the plan adopted?—The system now in use is mathematically called the combination system; a certain number of figures, say from 1 to 60, are combined, which produce a certain amount of tickets. I have certain combinations demonstrated 60, 66, 72 and 90 numbers. It is ascertained how many tickets will be produced in a given series of numbers, by taking the three highest numbers multiplied into each other, and the amount divided by the three lowest, also multiplied into each other. The way we make a scale or scheme to exhibit to the public, is as follows: we multiply the number of tickets in the scheme by the price at which we sell them, that is, the wholesale or scheme price, and place the whole amount of money in the scheme; supposing the scheme price is eight dollars and a half, the tickets are nominally ten dollars a piece; that is, the profit of the retailer or vendor is one dollar and a half.

2018. In what way are the public protected in the operation of the lottery?—Perhaps I may as well read the grant I hold from the legislature, which will show the

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the license and restrictions put upon lotteries; this a copy of the grant, signed by the Secretary of State, and his signet attested by his Excellency the Governor of the State, which is as follows:—"State of Rhode Island and Providence Plantations in General Assembly, January Session, A.D. 1835. An Act to authorize Philip Case, his heirs, executors and assignees to put forth a lottery for the benefit of public schools. Section 1. Be it enacted by the General Assembly, and by the authority thereof it is enacted, That Philip Case, his heirs, executors, administrators or assigns be, and he is, or they are hereby authorized and empowered to make and set forth a lottery or lotteries upon such scheme or schemes, and in one or more class or classes, as he or they may deem fit; such lottery or lotteries to be under the management of one or more managers, to be approved by his Excellency the Governor, who shall, previous to issuing any class or scheme therein, give bond with sureties to the general treasurer and his successor in the sum of fifty thousand dollars, conditioned to accept and comply with the provisions and requirements of this Act, to pay all prizes which may be drawn in any class or scheme, and for which the state shall be in nowise responsible, to comply with all present existing Acts of the General Assembly in relation to lotteries, except such as are altered by this Act, and also for the faithful execution of said trust said bond to be approved by the Governor."

2019. Does any superior person connected with the government superintend the drawing?—Then comes next, "And all schemes or classes in said lottery or lotteries shall be numbered, published and drawn under the superintendence of the Secretary of State, as provided in and by the Act passed in January A.D. 1830, intituled, 'An Act for the regulation of Lotteries,' and the prizes in said Lottery or Lotteries;" that scheme is put into the hands of the Secretary of State, who sees that the scheme is fairly put before the public, shall be equal to the whole amount of the tickets therein at the prices fixed in the schemes thereof, and be subject to a deduction not exceeding 15 per cent. Section 2. "And be it further enacted, That said manager or managers be, and he or they are hereby exempted from the payment of all duty or per centage which would by law accrue to the state;" that was a duty put on the introduction of tickets from other states, so much per cent. accruing to the state.

2020. What was the per centage they put on foreign tickets?—I cannot recollect how much it is, but the object was to keep them out, and thereby protect their own state lottery. "On the scheme or schemes of said lottery, provided the said Philip Case pays or causes to be paid into the general treasury, for the benefit of the school fund, the amount prescribed in the following section hereof." Section 3. "And be it further enacted, That the sum of ten thousand dollars annually shall be paid into the general treasury, in four equal quarterly payments in advance, commencing on the first Monday in April next." Section 4. "And be it further enacted, That the general treasurer be, and he is hereby authorized at any time in his discretion to require from the manager or managers a new bond, with other or additional sureties subject to the conditions prescribed in the first section hereof." Section 5. "And be it further enacted, That this Act shall continue in force for the term of four years from the said first Monday in April next; provided, however, that if the said quarterly payment in advance, as prescribed in the third section, is not made, or if said manager or managers neglect to furnish a new bond as prescribed in the fourth section hereof, then no further proceedings in said lottery, by said manager or managers, shall be had." "Secretary's Office, Rhode Island, &c. October 17, A.D. 1837, I certify, that the foregoing is a true copy of the Act authorizing Philip Case to put forth a lottery, and that the same is now in full force and without amendment, as appears of record in this office." It has been in operation about three years and a half. "I further certify, that the said Philip Case and James Phalen were appointed managers of said lottery, and have given satisfactory bond therein; that the first class therein was drawn in April, A.D. 1835, and is now continued daily. Witness, *Henry Bowen*, Secretary of State." The next operation is that of the governor's certificate. "By his Excellency John Brown Francis, governor, captain-general and commander-in-chief of the State of Rhode Island and Providence Plantations: Be it known, that the name 'Henry Bowen,' to the afore-written attestation subscribed, is the proper hand-writing of Henry Bowen, esquire, who at the time of subscribing the same was secretary of the state aforesaid, duly elected and qualified according to law; wherefore unto his said attestation full faith and credit are to be rendered; in testimony whereof I have hereunto set my hand, and caused the seal of said state to be affixed, at Providence, this

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this 17th day of October, in the year of our Lord 1837, and of Independence the 62d." Since I came to Europe I have received an official statement of the drawings which have taken place during my absence, signed by the Secretary of State; here is the form in which the drawings take place.

2021. It appears to be in the name of Mr. Case?—Yes, he was a resident in the state, and obtained the grant, and which I purchased of him.

[*The same was read, as follows:*]

"State of Rhode Island and Providence Plantations,
Providence, 20 January 1838.

"HAVING superintended according to law the drawing of the lottery granted by said state to Philip Case, for the benefit of public schools, class No. 252, I do hereby certify, that the following are the nine numbers which were this day drawn from the 72 numbers deposited in the wheel; viz.—

1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.
6	49	57	62	40	7	25	47	24

And that the said numbers were drawn in the order in which they stand above; that is to say, No. 6 was the first number drawn; No. 49 was the second; No. 57 was the third; No. 62 was the fourth; No. 40 was the fifth; No. 7 was the sixth; No. 25 was the seventh; No. 47 was the eighth; No. 24 was the ninth number and last.

"Witness my hand, *Henry Bowen*, Secretary of State."

"By his Excellency John Brown Francis, Governor, Captain-general and Commander-in-chief of the State of Rhode Island and Providence Plantation.

"BE it known, that the name "Henry Bowen" to the afore-written attestation subscribed is the proper hand-writing of Henry Bowen, Esquire, who at the time of subscribing the same was secretary of the state aforesaid, duly elected and qualified according to law; wherefore unto his said attestation full faith and credit are to be rendered.

"In testimony whereof I have hereunto set my hand, and caused the seal of said state to be affixed, at Providence this 20th day of January in the year of our Lord 1838, and of Independence the 62d. "*John Brown Francis.*"

"By his Excellency's command,
Henry Bowen, Secry State."

The holders of tickets being furnished with a printed copy of the drawings, cannot be deceived as to the amount of prizes to which they may be entitled.

2022. When this charter is granted to an individual, is he limited to the number of days he is to draw?—No; the present grant gives me the privilege of drawing when and as often as I please; there are so many lotteries in the states that there is competition in that business, as there is in every other, and in order to protect myself I draw every day; if I did not they would get in foreign tickets from other states, and as there is only about a certain amount of money expended in this way, I should lose the benefit of it; they would purchase in other lotteries on the days I did not draw.

2023. The Secretary of State is bound to attend you every day you draw?—Yes.

2024. Mr. *Barnard.*] In what time is it done?—Twenty minutes is quite sufficient time, or at all events it is drawn within the half hour.

2025. *Chairman.*] Do you know whether there is any insurance effected upon the numbers of prizes coming up?—I never heard of any thing of the kind where lotteries have been in operation; I have heard where they had been prohibited in some states, and they could get no tickets, there they would get the drawings and speculate on the chances of the numbers.

2026. That would be somewhat like what may be heard of in this country, the Little Go; they would be carrying on an illegal lottery?—Yes, the laws have been very severe against those, and I believe they have broken them up.

2027. The laws have been very severe against illegal lotteries?—Yes; I believe the punishment amounts to imprisonment in these cases.

2028. Mr. *Barnard.*] Can the thing be easily done?—I have never heard of any thing of the kind in the states where I have lived and conducted lotteries; that was never brought up that I know of.

2029. This getting hold of the drawn numbers is not a very tempting plan, it is not much resorted to?—No.

2030. It is not very tempting to gamblers?—No; it might be done a few times, but I do not think it could be done to any great extent.

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2031. What is the extent of the profit you are able to make?—In drawing so often I can sell but a very small proportion of the tickets in each scheme, the portion remaining on my hands is subject to the same loss or gain as they would be if purchased by an individual or a company off my hands; only I have the 15 per cent. in my favour (out of which I pay my expenses and my state tax), and which enables me to do it at a less risk than an individual could if he paid the full price for his tickets; that is the only advantage I have out of the 15 per cent.

2032. From that it appears you must be generally a large holder of tickets yourself?—Yes; the amount of sales is generally very uniform and limited.

2033. What do you suppose to be your average?—By drawing so often I sell but a small portion of the scheme; the greater the amount sold the less risk I incur.

2034. Is there any point that you consider the most profitable point?—The most profitable point is the greatest extent of sales, which any man acquainted with the system will readily see.

2035. When you sell most you have the best chance of profit?—Yes; taking the year together, and drawing every day, it varies very little from 15 per cent., out of which comes the fund for the state and the expenses; therefore, the more I can sell, the more I stand a chance of getting 15 per cent. on for the revenue.

2036. Does the amount of money raised in the different states vary much year by year?—They generally make a grant, at so much per annum, for so many years; for instance, 100,000 dollars, for five years, for the benefit of the state.

2037. In general, the amount of lotteries granted is very regular, except on some special and particular occasions?—Yes.

2038. Do you think there is a demand among the people for this sort of chance?—They evidently demand something of the kind at times, and if they do not have it in this way, there will be traffic going on in something a great deal worse.

2039. Within your time, do you think the desire for lotteries among the people has diminished or increased?—I think the desire is as great now as it ever was.

2040. Is there a strong moral feeling against them?—In some places there may be, but where they are in daily operation and known, there is least said about them, and least prejudice existing; I have known men oppose them for political purposes, when they were in favour of them personally.

2041. The whole gist of the scheme is to be allowed to enter into this speculation, paying 15 per cent. for it?—Fifteen per cent. and a profit to the retailer.

2042. How much more is that?—It is fixed in the scheme at about 20 per cent., making 35, but in buying tickets there has been so much competition, that it never amounts to that, unless it is on a portion of a ticket, or a single ticket; but those in the habit of buying know exactly the wholesale or scheme price.

2043. *Chairman.*] What proportion of the 15 per cent. goes to the charity?—The contractor gives a stated sum to the charity, such as he can agree on, and takes the risk on his own hands.

2044. He must have a profit?—Yes, out of the 15 per cent.

2045. What is the proportion you are to gain, and what proportion does the charity gain?—We have always paid the state a certain sum.

2046. What is the 20 per cent.?—To the vendor or retailer of the ticket; the contractor is not a vendor of tickets.

2047. Who is at the expense of the scheme?—The agents, generally; I prepare them, and generally they pay for them, and they pay generally the license to get the privilege of vending tickets, which is another source of revenue to the state.

2048. Mr. *Barnard.*] Do you think that out of the 15 per cent., the parties have not above 10 generally?—No, I should think not.

2049. The public would have all the money, except about 25 per cent.?—Yes, 25 or 30 per cent., at the utmost, which goes to the benefit of the Government, the contractors and those who sell the tickets.

2050. *Chairman.*] Has the state any duty on advertisements?—No; after the drawing takes place a printed circular is sent to those who sell the tickets, certified by the Secretary of State, that the drawing has taken place, and the numbers are put down, so that every one can see whether he has a capital prize or not; they are all described throughout in the circulars.

APPENDIX.

APPENDIX.

Appendix, No. 1.

My Lords, Office of Woods and Forests, 14 April 1837. Appendix, No. 1.

We received your Lordships' order of reference of the 9th ult., on the annexed Memorial of Rigby Wason, Esq., Member of Parliament for the Borough of Ipswich, relative to the formation of a new street from the Broadway, Westminster, to Brewer-street, in the Chelsea-road, which the Memorialist is desirous to have proceeded with, and which formed part of the improvements in Westminster, in the neighbourhood of Buckingham Palace, comprised in a Plan laid before a Select Committee of the House of Commons, and annexed to the Report of that Committee, dated the 18th July 1832, in which the Committee recommended that those improvements should be carried into effect.

We annex hereto, for your Lordships' information, a copy of a Letter, dated 21st ult., and of the accompanying statements and Plans which we have received from Mr. Wason, urging, for various reasons therein stated, the immediate adoption of measures for carrying this part of the said improvements into execution; the expense of which, Mr. Wason states, cannot exceed 25,000*l.*

We have adverted to the Report of the Select Committee of the House of Commons above alluded to, and we find that the Committee therein, strongly recommended to The House and the Government the adoption of the said plan of improvements, as being, in their opinion, of essential importance to the salubrity of this part of the metropolis, materially improving the approaches to the Houses of Parliament and the Courts of Law, and as rendering the immediate neighbourhood of Buckingham Palace befitting the station of its illustrious inmates.

We concur in opinion with the Committee as to many of the advantages with which the formation of the proposed street would be attended. And so far as regards the formation of that portion now suggested by the Memorialist, it appears to us, that if the same can be accomplished at a cost not exceeding 25,000*l.*, as stated by the Memorialist, the expense will be much less than that of any other improvement of like utility and extent that has been heretofore effected.

It is to be observed however, that the Memorialist now proposes the immediate formation only of a portion (extending from the end of Brewer-street in the Chelsea-road, to the Broadway in Westminster) of the line of street recommended by the Committee; but it seems to us the measure would be very imperfect if the street were not continued the whole way from the Chelsea-road to the area called the Broad Sanctuary, in front of Westminster Abbey, which would, of course, occasion a considerable further expense.

We are not informed how far your Lordships may be inclined to cause to be submitted to Parliament the effecting of the plan for the formation of any portion of the proposed new street, and the appropriation to that purpose of the sum of 25,000*l.*, and such further sum as might be considered necessary for forming the residue of the line from the Chelsea-road to the Broad Sanctuary; but if your Lordships should be pleased to entertain the matter so far as to direct inquiry to be made as to the probable amount of the expense of the undertaking, we will, on receiving your Lordships' commands to that effect, cause a survey of the property affected, and an estimate of the probable cost thereof, and of the amount of the incidental expenses of the measure, and of the return which may be expected to arise from ground-rents, and the sale of old materials, to be made by a competent person, and submit the same for your Lordships' consideration; but we feel that until we shall be made acquainted with your Lordships' present views regarding the proposition of the Memorialist, it would be premature for us to take any steps or incur any expense on account of it.

We are, &c.

(signed) *Duncannon,*
B. C. Stephenson,
A. Milne.

The Right honourable the Lords Commissioners of His Majesty's Treasury.

Appendix, No. 1.

Sir, 7, Parliament-street, March 21, 1837.

I BEG to acknowledge the receipt of your communication on behalf of the Commissioners of his Majesty's Woods and Forests, requesting me to lay before them a detail of such information as I possess relative to the probable cost of the proposed street, and the detail of the ownership of the land through which it is to pass; and accordingly I have the honour of laying before them a Plan of the ground, with the Papers marked 1, 2.

Considering that two of the Commissioners have so repeatedly borne their testimony to the utility and cheapness of the plan, provided it could be executed for the sum named, 25,000 *l.*, it may have been unnecessary to have entered into a detail of the benefit the public would receive by opening the street; but I thought it due to myself to place upon record some of those advantages, in order that parties unacquainted with the localities might be able to form a correct opinion upon the subject.

It has appeared to me that those advantages would be more apparent, if they were compared with those derived from some other plan which had been executed at the public expense, and with this view alone I have compared the proposed street with the last which was opened at the public expense, not only because it was the last, but because it received the sanction of two different Boards of Commissioners of his Majesty's Woods and Forests, of two successive Governments of a Select Committee of the House of Commons, and, finally, of both branches of the Legislature.

I have &c.

Alex. Milne, Esq. (signed) *Rigby Wason.*

I have also sent a Plan of the proposed street, and the one which was made showing the thoroughfares in their respective neighbourhoods, from Greenwood's Plan of London.

No. 1.

ADVANTAGES derived by opening the proposed STREET.

THE following extract from a "Report made in pursuance of Resolutions passed at a Vestry Meeting, and, subsequently, at a Meeting of the Local Board of Health of the united Parishes of St. Margaret and St. John the Evangelist, Westminster, by the recommendation of the of the Secretary of State for the Home Department, for the purpose of adopting such measures as may appear to be necessary to prevent the approach or spread of Spasmodic Cholera or other infectious malady," speaks volumes on this important point:—

> "Of the greater part, which is without a common sewer, in Strutton-ground, we found the cellars deeply covered with offensive matter, issuing from the neighbouring soil, and there are no means of removing it, except by pumping during the night, which the magistrates have forbidden; *we are of opinion, that if some decided measures are not taken to remove the nuisance in this street, that a contagious fever, of no ordinary malignity, is likely to be produced.*"—[*See* pages 10 and 11.]

No measures have been taken, or, in fact, can be taken, except the formation of a street such as that proposed, by which this matter would be carried along a common sewer to the main drain at Pimlico. The surveyor of the commissioners of sewers, who had 22 years' experience on the subject, having been examined before the Committee, declared, that it was impossible to afford any adequate remedy in the present state of the houses and ground; but that it would be very easy to do so, if improvements of the character contemplated by the Committee were carried into effect.

When it is considered that land in this state is in the immediate vicinity of the Royal Palace, surely something should be done to remedy so serious an evil.

I now proceed to contrast the advantages of the proposed improvement with one that has lately been made at the public expense.

COMPARISON.

THE street called the Waterloo-bridge New-street.

The principal feature of this plan was, that it is a part of a larger plan, which, when completed, would have formed a most desirable line of accommodation; but unless it is so extended, the public will receive little benefit; for there are plenty of thoroughfares between Long-acre and the Strand.—[*See* subsequent comparison.]

There were four carriage-roads between Long-acre and the Strand, one at each end and two in the middle; viz. St. Martin's-lane, Drury-lane, James-street and Bow-street, besides Catherine-street, Bedford-street and Southampton-street, leading from the Strand to Covent-garden; there are also several passages for pedestrians.

The

THE street proposed between Chelsea-road and Broadway.

This street is also a part of a large plan, but, when made, the thoroughfare will be nearly as complete as by the completion of the whole plan, and would be of the greatest advantage to the industrious classes, to whom any saving of time is saving of money, or of laborious exertion.

A glance at the map of London will show there is no part of London so destitute of thoroughfares as that through which the street is proposed to pass, either for carriages or pedestrians.

The

The estimated cost to the public for opening this street was 56,880*l.*

For this public expenditure of 56,880*l.* the site of street which belonged to his Grace the Duke of Bedford was given up to the public without cost.

For this public expenditure of 56,880*l.*, accommodation was given to the public by opening a street little more than half a furlong in length.

Opening this street, although convenient and very desirable, could not be considered essentially necessary, as there are so many other thoroughfares in the same direction, and very close to it.

The estimate delivered in by the Government was 56,880*l.*, to be provided for by the public: I know not whether it has been exceeded.

This street gave to the public no advantages with respect to draining, as connected either with adjoining property, or the general health of the neighbourhood.

The estimated cost to the public for opening the proposed street is 25,000*l.*, and this sum cannot be exceeded.

For this public expenditure of 25,000*l.*, the whole of the site of street, except a small portion, about 20 feet, belonging to the Dean and Chapter of Westminster, is also given to the public without cost.

For the expenditure of less than half the money, or 25,000*l.*, accommodation will be given to the public, by opening a street above seven times longer than the other, or nearly four furlongs in length.

Opening this street is not only convenient and desirable, but essentially necessary, as there is no thoroughfare near it in the same direction.

Although the estimate delivered is 25,000*l.*, and cannot possibly exceed this sum, yet the money actually required will probably be only 15,000*l.*—[*See* Estimate.]

But this plan offers to the public the most important advantages on this the most important of all considerations: it is said that the buildings are very wretched, and the inhabitants of the poorer classes; it is on this very account that it is essentially necessary the land should have a proper sewer.

No. 2.

Estimate of the Expense.

The figures refer to the colours in the accompanying plan, on which there are others corresponding.

No. 1. The land for the site of the street is given to the public without cost, and there will be no expense in taking down any buildings.

No. 2. This land has been sold to Mr. Wason for 3,250*l.*, and the land for the site of the street will be given to the public without cost.

No. 3. The land for the site of the street has been given to Mr. Wason for the use of the public; there are a few sheds upon it; value 300*l.*

No. 4. This land has also been let to Mr. Wason, and the site of the street will be given to the public without cost; but there are a good many cottages upon it; the outside value may be taken at 8,000*l.*

No. 5. This land produces to the Dean and Chapter of Westminster, and as they give nothing, would have to be purchased, say at 30 years' purchase, 240*l.*

The houses upon this have lately been sold for 2,000*l.*, and possession will be given up to Government for that sum, minus the 240*l.* above mentioned, 1,760*l.*

No. 6. Small sheds, valued at 500*l.*

No. 7. Three of Palmer's cottages, value 150*l.* each, 450*l.*

No. 8. Houses belonging to Mr. Wood will be given to the Government for 2,000*l.*

No. 9. It is proposed that the site of the street, and the land to the south, shall be given to the Government, upon condition that a piece of land of double the size shall be given to the parish, and this piece may now be had in lot 2; in fact it is nearly three times the size; it may be had for 2,000*l.*

No. 10. Seven houses in Broadway, 600*l.* each, 4,200*l.*

Summary.

No. 3.		£. 300
4.		8,000
5.		240
		1,760
6.		500
7.		450
8.		2,000
9.		2,000
10.		4,200
		£. 19,450
Add 20*l.* per cent. contingencies		3,890
		£. 23,340

Appendix, No. 1.

From this must be deducted the value of the south side of the street in St. Margaret's churchyard, valuing it at only 1 *l.* a foot, and the ground-rent at 30 years' purchase; this will produce 6,000 *l.*, if only one side be built upon; if both sides, 13,500 *l.*

To the Right honourable the Lords Commissioners of His Majesty's Treasury.

The Memorial of *Rigby Wason*, Member of Parliament for the Borough of Ipswich,

Sheweth,

That on the 25th day of June 1832 your Memorialist moved for and obtained the appointment of "A Select Committee to inquire into and report on the most economical and eligible mode of improving the Approaches to the Houses of Parliament and to the Courts of Law, and also of improving the immediate neighbourhood of the Palace."

That on the 18th day of July the Committee made their Report, and strongly recommended to The House and to the Government the adoption of certain plans submitted to their consideration (and appended to the Report), "as being in their opinion of essential importance to the salubrity of this part of the metropolis, as materially improving the approaches to the Houses of Parliament and Courts of Law, and as rendering the immediate neighbourhood of the Palace befitting the station of its illustrious inmates."

That in the year 1833 some property in the immediate line of the projected street was advertised to be sold by auction, and was purchased by your Memorialist, and immediately offered by him to the Government; and that, until such purchase, your Memorialist was not interested directly or indirectly in any property in Westminster.

That your Memorialist, ascertaining that certain parties, who would be materially benefited by such improvements, were not only unwilling to assist in the expense, but required money for their consent, took no further steps in the matter.

That in the year 1835 such parties having expressed their willingness to contribute to the improvement, your Memorialist had many interviews with the Chief Commissioner of Woods and Forests, and Mr. Milne, and laid before them an estimate of the expense of opening so much of the street as lies between Horseferry-road and the Chelsea-road.

That such estimate, formed as it was on the basis that parties who were interested in the property should contribute to the improvement, was considered very inadequate, and that such projected improvement would entail upon the Government a much greater expense.

That under these circumstances, your Memorialist offered to find parties to join him in purchasing property in the line of street, so as to prevent the possibility of any extra expense being incurred by Government.

That your Memorialist accordingly entered into arrangements with other parties, and has since made extensive purchases in the line of the said projected street, and is therefore able to satisfy the Commissioners of Woods and Forests that the estimate would cover the expense; and further, find bondsmen with himself for the execution of the improvement within the estimated cost.

That, upon recent communication with the Commissioners of Woods and Forests, your Memorialist was informed, that before they could consider or make any report to the Government on the merits of the project, and the offer of your Memorialist, it would be necessary that the same should be referred to them by your Lordships.

Your Memorialist therefore prays, that your Lordships will be pleased to consider the same, and refer this Memorial to the Commissioners of his Majesty's Woods and Forests.

7 March 1837. (signed) *Rigby Wason.*

My Lords, Office of Woods, 16 June 1837.

Our attention having been directed by the Chief Commissioner of this Board, by desire of the Chancellor of the Exchequer, to the subject of the improvement proposed by Mr. Rigby Wason, by the formation of a new street from the Broadway, Westminster, to Brewer-street, in the Chelsea-road, according to the plan transmitted to your Lordships, with our Report of the 14th April last upon that subject, with reference to the pecuniary means available in this department for promoting the execution of that plan, we beg leave to state to your Lordships with reference to Mr. Wason's proposal, that a contribution of 25,000 *l.* should be made by his Majesty's Government to assist in carrying the proposed plan into execution; that the funds in the charge of this department cannot be so appropriated without the authority of an Act of Parliament, to be previously obtained for that purpose.

We are, &c.

(signed) *Duncannon.*
B. C. Stephenson.

The Right honourable the Lords Commissioners of His Majesty's Treasury.

To

Appendix, No. 1.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury, and also to the Right honourable *Thomas Spring Rice*, Chancellor of Her Majesty's Exchequer,

Humbly sheweth,

That your Memorialists have formed themselves into a committee, for the purpose of establishing a Company for carrying into effect the urgent recommendation of a Committee of the House of Commons, appointed in the year 1832, "To inquire into the most economical and eligible mode of improving the Approaches to the Houses of Parliament and to the Courts of Law."

That your Memorialists have caused ground-plans to be made, and estimates framed, of the projected improvements and probable expense of clearing the buildings which now occupy and disfigure a surface of more than 50 acres in the neighbourhood in question, and of erecting in their place a succession of houses and streets, with adequate drainage, corresponding with the exalted character of the locality of the Palace and Houses of Parliament.

That your Memorialists have already expended large sums of money in these preliminaries, and are prepared to embark a considerable amount of capital in furtherance of an object in all respects so desirable.

That they have given all the requisite notices and fulfilled all the obligations prescribed by Parliament, in anticipation of an Act for incorporation of a company authorized to carry out the contemplated improvements, and they entertain no doubt of being able to obtain a capital to the amount of 850,000 *l.* sterling for the purpose of clearing away the houses in the immediate vicinity of the Palace, and adding part of the site to the Palace grounds and to St. James's Park, the removal of Elliott's Brewery, the formation of a street 100 feet wide between the Broad Sanctuary and Grosvenor-place, the clearing and raising the ground on the south side of St. James's Park, so as to form three or more handsome squares and terraces.

That your Memorialists have been given to understand, that it is a practice of established authority, limited, of course, under all circumstances, by the unfettered discretion of Government, to give pecuniary aid to local improvements, which, in their nature, tend to enhance the value of Crown property; and they humbly suggest, that the property so circumstanced, lying in contiguity to the neighbourhood, whose regeneration is contemplated by your Memorialists, must be necessarily augmented in value by the extensive alterations projected.

Your Memorialists beg leave to intimate their readiness and desire to adopt any amendments which your Lordships or Her Majesty's Government may think proper to suggest in the plans of the projected improvements.

That your Memorialists are prepared to lay estimates, framed with every attention to accuracy, before your Lordships, from which it will appear that a sum of not less than 200,000 *l.* will accrue to the revenue in the shape of taxes upon building materials by the projected improvements.

And your Memorialists, urgently soliciting the attention of your Lordships to the premises, humbly pray, That your Lordships will take the same into consideration, and be pleased to acquaint you Memorialists (through their solicitors, duly authorized to sign this memorial), before they proceed further in the undertaking in which they have embarked, whether your Lordships will be disposed, in the event of your Memorialists raising 850,000 *l.* sterling, to recommend the grant of 150,000 *l.* in aid of the project.

And your Memorialists will ever pray, &c.

By order of the committee,

Yates & Turner,

7, Great George-street, Westminster.

27 November 1837.

My Lords, 7, Parliament-street, March 5, 1838.

In the early part of last year I had the honour of presenting to your Lordships a Memorial relative to a plan for the improvement of that part of Westminster which is in the immediate neighbourhood of Buckingham Palace, and upon the 21st day of March 1837, I received from Her Majesty's Commissioners of Woods, Forests, &c., a Letter, stang that said Memorial had been referred to them by your Lordships, and requesting me, in order to enable them to make their report to your Lordships, to furnish them with a detailed statement of the property: this I immediately did; but although twelve months have now elapsed since I received that letter, I have never been furnished with any information respecting the Report, or your Lordships' determination thereupon.

If not inconsistent with your Lordships' practice, may I request the favour of being informed what steps have been taken by the Commissioners of Her Majesty's Woods, Forests, &c., and by your Lordships, upon the subject of the said Memorial.

I have, &c.

To the Right hon. the Lords Commissioners of Her Majesty's Treasury. (signed) *Rigby Wason.*

Appendix, No. 2.

PAPERS DELIVERED IN TO THE COMMITTEE.

COMMISSIONERS' of HER MAJESTY'S WOODS, &c. REPORT, with PLAN of New Street from the Broad Sanctuary, Westminster, to Brewer's-street in the Chelsea-road; and ESTIMATES of the COST thereof, and INCOME to be derived therefrom.

Appendix, No. 2.

My Lords, Office of Woods, &c., 5 February 1838.

BY Mr. Baring's Letter of the 8th August last, we were informed that your Lordships had had under consideration our Report of the 14th of April preceding, on the proposition of Mr. Rigby Wason, for the formation of a new street from the Broadway, Westminster, to Brewer-street, in the Chelsea-road, which formed a part of the proposed line of street recommended by the Select Committee of the House of Commons, in their Report of the 18th of July 1832, to be formed from the Broad Sanctuary, in front of Westminster Abbey, to Brewer-street, Chelsea-road, and that your Lordships concurred with us in opinion, that it would be premature on our part to express any conclusive opinion with respect to that partial proposition; but that, considering the suggestion which it embraces in reference to the increased salubriousness of parts of the city of Westminster, including the Royal Palace, now occupied by Her Majesty, your Lordships were prepared to sanction the survey and estimates for the more extended plan alluded to in our Report, namely, from the Broad Sanctuary to Brewer-street, without, however, in any respect thereby expressing an opinion in respect to your future determination.

Immediately on receipt of Mr. Baring's said Letter, we instructed Mr. Rhodes, one of the architects in this department, to make the survey, and the several estimates called for by that Letter, comprising the whole line from the Broad Sanctuary to Brewer-street, in the Chelsea-road; and we have received from Mr. Rhodes the Report and Estimates, dated 26th ult., of which a copy is annexed hereto for your Lordships' information.

We also transmit herewith a plan, showing the whole of the proposed line of street, from the Broad Sanctuary to Brewer-street, for the inspection of your Lordships, and which we request may be returned to us when your Lordships shall have no further occasion to refer to it.

By the said Report, your Lordships will perceive that it is estimated that the total expenditure in the formation of the whole line of street comprised in the said plan, will be 463,598*l.*, which includes, however, a sum of 15,000*l.*, expected to be realized by the sale of ground not likely to be ultimately required for the formation of the new line of street; and a further sum of 22,793*l.* to be progressively repaid by the builders and others, who may take on building leases the ground on the sides of the new line of street, as a composition for the first cost of main sewers, front vaults, with temporary parapets, footway, kerbs and paving, hereby reducing the estimated actual cost to 425,805*l.*, for which an income in ground-rents of 10,158*l.* per annum, or something less than 2½*l.* per cent. upon that estimated actual cost, may be looked for.

We are, &c.

(signed) *Duncannon.*
B. C. Stephenson.
A. Milne.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

PURSUANT to my instructions from the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works and Buildings, of the 19th August last, accompanied by copies of correspondence, with statements relative to a projected improvement of the lower part of Westminster and its neighbourhood, I have made the survey and estimates severally required in respect of forming so much of a proposed new street from Westminster Abbey to Grosvenor-place as would extend to the Chelsea-road, agreeably with the Board's suggestions in their Report to the Lords of the Treasury of the 14th of April last, and authorized by their Lordships on the 8th of August following.

The plan for such a street, &c., annexed to the Report of a Select Committee of the House of Commons, appointed "To inquire into the most economical and eligible mode of improving the Approaches to the Houses of Parliament and Courts of Law, and also of improving the immediate neighbourhood of Buckingham Palace," printed by order dated 18th July 1832, being on a scale too minute, and otherwise not sufficiently defined for this occasion; and the only other plan which I could procure a sight of, though to a larger scale, not being in any

Appendix, No. 2.

any respects completed, I became assured that I could not proceed at all with accuracy upon a survey rendered so much more intricate in consequence of the circuitous direction of the projected line of street, without the aid of an intelligent and authentic plan of the properties which would be required and immediately affected by the measure as now existing. I had no alternative, therefore, but to prepare such plan, spreading over a parallel span of 240 feet.

The subject of this Report is divided into four parts, on account of the propositions of Rigby Wason, Esq., for himself, and John Lettsom Elliott, Esq., to the Board of Treasury and Office of Woods, &c., by letters, with statements and sketch plans, dated 1834, July 4, and 1837, March 7 and 21, applying so immediately to the properties herein distinguished, as the second and third parts; viz.

First Part.—For clearing the course of such new street from its commencement at the Broad Sanctuary, Westminster, to Brewer's-green, it would be requisite to acquire about 356 houses or tenements, with other buildings and premises of various descriptions, situate in or near to Princes-street, Dean-street, Little Dean-street, Tothill-street, the Almonry, Duke's-court, New-way, Jeffere's-buildings, Swiss-yard, New Tothill-street, Dacre-street, Cooper-street, Orchard-street, Union-place, New Pye-street, New-court, Duck-lane, Strutton-ground, Great Chapel-street, Artillery-place, Black-coat or Palmer's-walk, and island of buildings at Brewer's-green, with which may be particularly noticed in this range the capacious workhouse of the united parishes of St. Margaret and St. John the Evangelist, the newly-erected medical school in Dean-street, a police station, in New-way, of very modern date; St. Margaret's or Broadway chapel and burial-ground, and Palmer's alms-houses adjoining, which have been very lately rebuilt; for the estimated value whereof, see the annexed general statement.

Second Part.—For further clearing the course of such new street, in continuance from Brewer's-green to the east boundary of the private estate of John Lettsom Elliott, Esq., being one of the portions especially referred to by Mr. Wason's said communication, it would be requisite to acquire about 138 houses or tenements, with other buildings and premises of various descriptions, situate in or near to Providence-place, Artillery-terrace, Brewer's-green-passage, Brewer's-row, Grove-row, Paradise-row, Goodman's-green, Fugent's-row, and several small tenements, with gardens in parcels, belonging to and let off from Emanuel hospital estate; together with a piece of old orchard ground, being an unemployed surplus of land appertaining to the new Bridewell; for the estimated value whereof, &c., see the annexed general statement.

Third Part.—The transit of this part of such new street, from the new Bridewell-ground to King's Scholars' Pond sewer, would be through the interior of the private estate of John Lettsom Elliott, Esq., who, it is intimated by Mr. Wason, would be willing to give up, gratuitously, as much as would be requisite for the public way only; contingently, however, and independently of such limited view of appropriation, I have estimated as much more as would be essential to the means of building on its south side, in the assumption that a treaty could be made accordingly; but the chief and very considerable plant of the brewery property on the north side I have considered too valuable to be included or trenched upon. The particular premises which would thus be requisite to acquire, are the following:—A stable-building and coach-houses, lately erected for Mr. Elliott's private use; a part of his pleasure-ground; a private residence, occupied by Mr. Henry Elliott (not a partner); also the following business premises: a carpenter's shop and engine-house connecting a farrier's shop, and saw-pit connecting a green-house built against the same; a large stable-building, the surveyor's office, the respective dwelling-houses of Mr. Weedon and Mr. Dingle, holding situations in the brewery, and the great stable-building said to have been formerly an appendage to Buckingham House, with the courts, yards and gardens to these distributions.

My estimate of the above-mentioned, appreciated as ordinary private properties distinctly from the brewery, and from each other, is 15,340*l.*, and the return by the sale of old materials, 1,000*l.*; but as Mr. Elliott's concurrence in such partial alienation is very questionable, and as parcel of so considerable an establishment, it would be difficult, in such case, to form even a conjecture regarding the claim for compensation, the above estimate is not carried into the general statement; so that the computed expense of making up the road, or public way, appears exclusively in its proper place therein.

Fourth Part.—For further clearing the course of such street in continuation from the western boundary of Mr. Elliott's property to Duke's-row, Chelsea-road, in the direction of Grosvenor-place, it would be requisite to displace about 50 houses or tenements, with other buildings, situate in or near to Brewer-street, Allington-street, Prince's-row, and east side of Warwick-row, and with which would have been collectively valued, without distinction, the west side of Warwick-row, Warwick-place, and Duke's-row, but that some of the buildings in the latter situations are already removed, and the rest in course of removal, for accomplishing a more advantageous outlay of the ground with new houses, &c., of a much superior quality, several of which, on the frontage of Duke's-row, are already erected, and nearly finished, and more are in progress there, in fulfilment of a building engagement entered into by John Hewell, Esq., with the Marquis of Westminster, of whose estate the whole of this site, with the rest, back to King's Scholars' Pond sewer, is parcel; so that the amounts of compensation to the freeholder and to the lessee, upon intercepting this improvement, can only be speculatively appreciated in the annexed statement.

Appendix, No. 2.

The additional expenses foreseen as attendant upon making such new street, and which are carried to account apportionately, under the denomination of contingencies, may be enumerated as follows:—

Making good to party-walls, fences, &c.

Compensation in cases of damage.

Dressing up the surface of the road with brick refuse from the buildings to be taken down, the raising previously requisite supposed to be attained by allowing rubbish to be shot.

Making up slopes, and otherwise accommodating, as practicable, the differences in the levels of the transverse streets, and other communications to be kept open.

Restoring such water and gas services and drainages as may be disturbed.

Macadamizing the carriage-way, and paving the channels and crossings with granite.

Setting up street lamps on columns, supposing the main pipes thereto to be laid down by a gas company at their own cost.

The further occurring items of expense are specified separately from the foregoing, as an early return for nearly the whole of the same might be looked for, in accordance with the usual stipulations, *pro rata*, with the builders.

THE construction of a MAIN SEWER.

The construction of front vaults, with temporary guard parapets, preparatory to laying the footway kerbs and paving.

The FOOTWAY KERBS and PAVING.

With regard to the return which may be expected to be derived from new ground rents, it is to be remarked, that it is computed, in reference to the formation of a new street, exclusive of other improvements, the building frontages of which will be interrupted only by the openings (of accommodating breadth) necessarily left for the cross avenues; whereas, in the case of a more comprehensive improvement connectedly therewith, these building frontages, however reduced in extent by the greater expense of the transverse communication, would be enhanced in value according to the superior character given to the whole outlay, and inducement thereby to build private residences of a better description and in greater proportion than could be otherwise reckoned upon.

N.B.—In enumerating the incidental expenses, professional charges are altogether omitted.

According to the statement made up, the actual expenditure will be 425,805*l.*, and the return for the same not more than 10,158*l.* 15*s.* per annum, and the additional disbursement, to be repaid progressively, as herein mentioned, would be 22,793*l.*

£.	11,733	– –
	8,021	5 –
	3,038	15 –
£.	22,793	– –

(signed) *H. Rhodes.*

26 January 1838.

GENERAL STATEMENT.

First Part of the Line from the Broad Sanctuary to Brewer's Green.	£.	£.	£.
Purchases (including 61,887*l.* for compensations for good-will of business)	314,923		
Deduction by sale of old materials	8,668		
		306,255	
Contingencies; viz.			
Making good to party-walls, fences, &c.; compensation in cases of damage; dressing up surface of road; macadamizing the carriage-way, and paving the channels and crossings with granite; sundry works, in making up slopes to accommodate the differences of level in the cross avenues; restoring such water and gas-services and drainages as may be disturbed; setting-up of street lamps		7,500	
			313,755
Carried forward			313,755

Appendix, No. 2.

	£.	£.	£.
Brought forward - - -	- - -	- - -	313,755
To be reimbursed progressively.			
Main sewer; front vaults, with temporary parapets; footway kerbs and paving - - - - - £. s. d. 11,733 - -			
SECOND PART of the Line from Brewer's Green to the Estate of *J. L. Elliott*, Esq.			
Purchases (including 5,498 *l.* for compensations for good-will of business) - - - - - -	50,686		
Deduction by sale of old materials - - - -	1,712		
		48,974	
Contingencies (as before enumerated) - - -	- -	2,913	
			51,887
To be reimbursed progressively.			
Main sewer; front vaults, with temporary parapets; footway kerbs and paving - - - - - £. s. d. 8,021 5 -			
THIRD PART of the Line extending over the Estate of *J. L. Elliott*, Esq.			
Purchases:			
Contingencies; viz.			
Main sewer; dressing up road with retaining walls; macadamizing the carriage-way, and paving the channels; footway kerbs and paving; setting up of street lamps - - - - - - - -	- -	2,231	
			2,321
FOURTH PART of the Line from the Estate of *J. L. Elliott*, Esq., to Duke's Row, Chelsea Road.			
Purchase, as first mentioned, including 5,162 *l.* for compensation for good-will of business - -	36,889		
Deduction, by sale of old materials - - - -	1,457		
		35,432	
Purchase of ground-rents; Marquis of Westminster and his Lessee - - - - - - - -	10,000		
Consideration to John Hewell, Esq., more or less (as secondly mentioned) - - - - - - -	25,000		
		35,000	
Contingencies, as in the First and Second Parts, inclusive of a bridge over King's Scholars' Pond Sewer	- -	2,500	
			72,932
To be reimbursed progressively.			
Main sewer; front vaults, with temporary parapets; footway kerbs and paving - - - - - £. s. d. 3,038 15 -			
			440,805
Cr - - By the worth of surplus portions of ground not required (along the whole Line) - - - - - - - - - - - -			15,000
Amount of Expenditure, for which a return is to be sought in new ground-rents, exclusive of professional charges - -			425,805

RETURN in the annual Income to be progressively derived from the produce of the new Ground Rents; estimated—

	£. s. d.	£. s.
First part of the Line - - - - - -	5,244 15 -	
Second - ditto - - - - - -	3,617 5 -	
Third - ditto - Mr. Elliott's estate - -	- - -	
Fourth - ditto - - - - - - -	1,296 15 -	
Amount per Annum - - - - - - - £.		10,158 15

Appendix, No. 3.

Appendix, No. 3.

RETURN of the COMMISSIONERS of HER MAJESTY'S WOODS, FORESTS, LAND REVENUES, WORKS and BUILDINGS, to an Order of the 22d of May 1838, of the Select Committee of the House of Commons on METROPOLIS IMPROVEMENTS;—*for*,

A COPY of a MEMORIAL to the COMMISSIONERS of HIS MAJESTY'S WOODS, FORESTS and LAND REVENUES, some few Years since, signed by a numerous Body of INHABITANTS in the Neighbourhood of Long Acre, applying for a Continuation of the Line which has been opened from Waterloo Bridge to Long Acre, and from Long Acre to Holborn.

THERE does not appear to have been any such Memorial as above mentioned presented to the Commissioners of his late Majesty's Woods, Forests and Land Revenues; but a Memorial to the same effect, of which a copy is annexed hereto, was presented to the Lords Commissioners of his late Majesty's Treasury, in the month of July 1835.

B. C. Stephenson,
A. Milne,

Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works and Buildings.

Office of Woods, Forests, &c. Whitehall Place, 28 May 1838.

To the Right honourable the LORDS COMMISSIONERS of HIS MAJESTY'S TREASURY.

The MEMORIAL of the undersigned Inhabitants of the Parishes of St. Martin-in-the-Fields, St. Giles-in-the-Fields, St. George Bloomsbury, St. Paul Covent Garden, St. Mary-le-Strand, and Parts adjacent,

Humbly sheweth,

THAT your Memorialists have long been convinced of the expediency of making a direct channel of communication from the neighbourhood of Russell, Bedford and Tavistock Squares and North Pancras, to the National Theatres, the Strand, Somerset House, and across that splendid structure Waterloo Bridge, to the Surrey side of the Metropolis.

That your Memorialists beg leave to suggest to your Lordships, that the new Street from Long Acre to the Strand being upon the eve of being thrown open to the Public, an opportunity now offers of accomplishing so desirable an improvement, by continuing the line to Broad-street, Bloomsbury, a line very limited in extent, and which it is conceived might be completed at an expense small in amount when compared with the great public advantage which would be derived therefrom. The property through which the proposed line would pass is not of a very valuable description; a great portion of it is at this time uninhabited; and the Mercers' Company, upon whose estate it is chiefly situated, have evinced, as your Memorialists have been informed, an anxious

anxious desire to promote so great an improvement to this portion of the Metropolis, by which the health, comfort and conveniences of its inhabitants could not fail to be greatly promoted. Appendix, No. 3.

Your Memorialists therefore humbly and earnestly entreat your Lordships to take the subject into your Lordship's early and serious consideration.

And your Memorialists will ever pray, &c.

G. H. Bowers	Rector of St. Paul, Covent Garden.
F. W. J. Vickery	Curate of St. Paul, Covent Garden.
William Read	Churchwardens of St. Paul, Covent Garden.
W. H. Walker	Churchwardens of St. Paul, Covent Garden.
William Hoare	Overseers of the Poor, St. Paul, Covent Garden.
Wm Robt Syer	Overseers of the Poor, St. Paul, Covent Garden.
Jas Corder	17, Tavistock-street, Covent Garden, Vestry Clerk.
Joshua Frederick Denham, M.A.	Curate of St. Mary-le-Strand.
– – – – – –	Churchwarden, St. Mary-le-Strand.
R. Pedley	Churchwarden, St. Mary-le-Strand.
Jno Wikey	Overseers.
Jno Lee	Overseers.
Henry Davies, M.D.	Physician, British Lying-in-Hospital.
Robert Lee, M.D.	„ ditto.
Geo. Trunhitt	Secretary to ditto.
John Wright, for self and Partners,	of Henrietta-street, Covent Garden, Bankers.
N. Arnott	38, Bedford-square.
Robert Richardson	37, Bedford-square.
Geo. Frere	45, Bedford-square.
Divie Robertson	22, Bedford-square.
Jno Fredk Pike	30, Bedford-square.
Jas Parkinson	46, Bedford-square.
Edgar Corrie	18, Bedford-square.
Joseph Hare	48, Bedford-square.
John Scott	12, Bedford-square.
Luke G. Hansard	10, Bedford-square.
Andrew Spottiswoode	9, Bedford-square.
Henry Willoughby	13, Bedford-square.
Lady Wood	4, Bedford-square.
Henry Robertson	For the Proprietors of the Theatre Royal Covent Garden.
W. Dunn	For the Company of Proprietors of the Theatre Royal Drury-lane.
George Robins	Covent Garden.
Robt Graham	36, Bedford-square.
Thos Edwards	47, Bedford-square.
James Burrough	Bedford-square.
A. M. Everett	19, Bedford-square.
M. A. Stevens	23, Bedford-square.
John Young	27, Bedford-square.

B. C. Stephenson,

A. Milne,

Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works and Buildings.

Office of Woods, Forests, &c., Whitehall Place,
28 May 1838.

Appendix, No. 4.

RETURN, showing the comparative HEIGHTS of several of the STREETS in Westminster, with the Trinity House Datum of the average High Water Level of Spring Tides in the River Thames, as inscribed on the West Pier of the centre Arch of Westminster Bridge; and also as compared with the Outlet of the Wood-street Sewer.

NAME OF PLACE, &c.		ABOVE DATUM.		BELOW DATUM.		ABOVE OUTLET OF SEWER.	
		Feet.	*In.*	*Feet.*	*In.*	*Feet.*	*In.*
Outlet of the Wood-street Sewer		-	-	11	5		
St. Margaret-street	On stone curb of iron railing in front of the Canning statute	5	2 1/3	-	-	16	7 1/3
	Centre of carriage road	4	6 1/4	-	-	15	11 1/4
Abingdon street	On the summit at the north end	6	10	-	-	18	3
Milbank-street	Angle of College-street	4	4 1/2	-	-	15	9 1/2
,,	Opposite the end of Wood-street	1	8 1/2	-	-	13	1 1/2
Wood-street	Crossing Little College-street	2	9	-	-	14	2
	ditto - North-street	3	11	-	-	15	4
	ditto - St. John-street	-	- 1/2	-	-	11	5 1/2
	ditto - Tufton-street	-	-	-	9 3/4	10	7 1/4
	ditto - Marsham-street	1	1 1/2	-	-	12	6 1/4
Bridge-street	At the end of Parliament-street	8	6 1/3	-	-	19	11 1/3
Great George-street	East end, opposite King-street	6	6 1/2	-	-	17	11 1/2
	West end, by Storey's Gate	6	1 1/2	-	-	17	6 1/2
Queen's-square	At the west end, opposite the gate leading into St. James's Park	7	4 1/4	-	-	18	9 1/2
James-street	On paved crossing over Buckingham Gate, or entrance into the Park	7	9 1/3	-	-	19	2 1/2
Tothill-street	At the north-west angle of Dean street	2	8 1/3	-	-	14	1 1/2
	At the south-west angle of Carteret-street	-	9	-	-	12	2
New Way	Centre of street between Tothill-street and Orchard street	-	6 1/2	-	-	11	11 1/2
Orchard-street	Midway between New Tothill-street and New Way	3	5 1/2	-	-	14	10 1/2
	Opposite the end of Cooper-street	2	7	-	-	14	-
New Tothill-street	About the centre of street	3	-	-	-	14	5
Old Pye-street	At the east end, near St. Anne-street	-	-	-	3 1/2	11	1 1/2
	Centre of street opposite Perkins's-rents	-	5 1/2	-	-	11	10 1/2
	At west end, crossing Duck-lane	-	8 1/2	-	-	12	1 1/2
Strutton Ground	About the centre, opposite Pear-street	2	- 1/2	-	-	13	5 1/2
	At the north end	3	4	-	-	14	9
	At the south end	3	2 1/2	-	-	14	7 1/2
Palmer's Village	Vacant ground, by the side of the south fence wall of Emanuel Hospital	-	-	1	- 1/2	10	4 1/2
	North-east front of the hospital	2	- 1/2	-	-	13	5 1/2
Castle-lane	At the north-east angle of the hospital	-	11 1/3	-	-	12	4 1/2
	At the west end of the lane	2	7 1/2	-	-	14	- 1/2
Elliott's Brewery	Road in front of dwelling-house	-	-	-	11 1/4	10	5 1/2
Brewer-street	Opposite Allington-street	1	9 1/3	-	-	13	2 1/2
Pimlico Road	Opposite Arabella-row	5	9 1/3	-	-	17	2 1/3
	ditto - the Royal Mews	4	11 1/3	-	-	16	4 1/3
	ditto - Stafford-place	5	7 1/2	-	-	17	- 1/2
York-street	At east end of street	2	4 1/3	-	-	13	9 1/3
	On summit, near Gardner's-lane	4	4 1/3	-	-	15	9 1/3
	At the west end of street	1	4 1/2	-	-	12	9 1/2

John Dowley,
Surveyor to the Commissioners of Sewers for Westminster, &c.

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Bardwell, William. (Analysis of his Evidence.)—[1838.] System of drainage proposed for that part of Westminster through which the line of the Westminster Improvement Company will be carried, 1982–1984——No sewers between Broad Sanctuary and the Chelsea Road, 1985–1993——No difficulty in raising the ground to effect the sewage, 1987.

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Basing-lane. [1838.]—Proposed new line from east to west by widening that street, *Rep. p.* vi.; *Nelson* 815; *Jones* 1240.

Basinghall-street. [1838.]—Proposed new street from St. Giles's church, Cripplegate, to the Bank, by widening that street, *Nelson* 812.

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Berkeley-street, Clerkenwell. [1838.]—Proposed new line from Clerkenwell Green to Whitechapel church, crossing that street, *Nelson* 798.

Bethnal Green. [1838.]—Proposed improvements on the line of communication with Bethnal Green and its immediate neighbourhood, *Offer, Howard, Bumford, Bratt, Turner* and *Brutton* 1357–1378.

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Blackfriars' Bridge. [1838.]—Proposed improvements from that bridge, northwards, as contemplated by the City of London, *Rep. p.* x.; *Mills, M'William, Hall* and *Lilly* 1042——That bridge is much nearer the centre of traffic of the present day than London Bridge, *Mills* 1042.

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Blackwall Railroad. [1838.]—The proposed new line from Tower-hill to St. Paul's Churchyard, will open a communication from the west end of the town direct to the terminus of the proposed railway, *Nelson* 823.

Bloomsbury-square. [1838.]—Suggestion for the formation of a leading thoroughfare, from east to west, passing in that direction, *Nelson* 525.

Board of Health. [1838.]—Report of the Westminster Board of Health in 1832, upon the defective state of the sewers and drainage in the various parts of Westminster, *Jennings* 853, *p.* 62, 63; *Wason* 861; *Green* 1952, *p.* 160–162.

Bonner's Hall Bridge. [1838.]—Suggestion for the formation of a new road over that bridge, to connect the Old Ford Road with the proposed leading thoroughfare to the west end of the town, *Nelson* 525.

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Bow-lane, Cheapside. [1838.]—Proposed new line from east to west crossing that street, *Nelson* 815.

Bow-street to Broad-street, St. Giles's. [1838.]—Important that that line from Waterloo Bridge should be completed, *Rep. p.* ix.; *Nelson* 511; *Lilly* 1042; *Jones* 1227.

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Broad-street, Cheapside. [1838.]—Proposed new line from east to west crossing that street, *Nelson* 815.

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Brewer's Green, Westminster. [1838.]—Proposed improvements in that neighbourhood communicating with the Grosvenor Estate at Pimlico, *Wason* 861; *Mee* 1550.

Bristol Exchange. [1838.]—The Exchange at Bristol was built by subscription among the merchants, aided considerably by the corporation, *Jones* 294.

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Broad-street, City. [1838.]—In the re-construction of the Royal Exchange, it is proposed to form a street from Cornhill into Broad-street, *Jones* 209.

Broad-street, St. Giles's. [1836.]—Great want of a new line of communication between that street and Charing Cross, *Waring* 374.

[1838.]—Proposed line from St. Martin's-lane into that street, passing through the Seven Dials, *Rep. p.* ix.; *Jones* 200. 1209–1227; *Nelson* 506——The block of houses at the junction of King-street with Monmouth-street, in Broad-street, St. Giles's, should be removed, *Rep. p.* ix.; *Jones* 1228.

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Broadway, Westminster. [1838.]—Proposed line from Pimlico to the Abbey in that direction, *Milman* 1833; *Jennings* 855; *Wason* 860.

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Bury-place, Bloomsbury. [1838.]—Proposed line from Oxford-street into Holborn, making use of that street, *Jones* 1222.

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Cambridge Heath. [1838.]—Proposed new leading thoroughfare to connect that district with the west end of the town, without going through the city, *Nelson* 525.

Camden, Marquis. [1836.]—Sum subscribed by his lordship towards arching over Fleet ditch, *Mills* 4–18——Whether the subscription was adequate to the advantage gained to his lordship's estate, *Mills* 19.

Camomile-street, Bishopsgate. [1838.]—Proposed new line from Aldersgate-street to St. Katharine's docks, passing in that direction, *Nelson* 811.

Cannon-street, City. [1838.]—Proposed new line from east to west, by widening that street, *Rep. p.* vi.; *Nelson* 815; *Jones* 1240.

Cannon-street Road. [1838.]—New line along that road to connect Ratcliff Highway with the Great North Road, *Offer, Howard, Bumford, Bratt, Turner* and *Brutton* 1357.

Carey-street. [1836.]—Proposed line from Holborn to the Strand, across that street, *Mountague* 313. [1838] *Paul* 1492–1495; *Cadogan* 1497–1504; *Twining* 1553.

Castle-lane, Pimlico. [1838.]—Proposed line from Grosvenor-place to Westminster Abbey, in that direction, *Milman* 839.

Castle-street, Bloomsbury. [1838.]—Proposed line from Oxford-street to Holborn, by widening that street, *Jones* 1222.

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Chancery-lane. [1836.] — Improvements made by the city in that street, *Mountague* 315.

[1838.]—Proposed improvement, by widening that street at the north end into Holborn, *Cadogan* 1528.

Chandos-street, St. Martin's-lane. Proposed new line to carry off the traffic to Covent-garden Market in that street, *Nelson* 1184–1192.

Chapter Clerk's House, Westminster. [1838.]—Dean and Chapter are desirous to preserve that building in the proposed line from Pimlico to the Abbey, *Milman* 827.

Charing Cross to Bloomsbury. [1836.]—Proposed new line in that direction, *Mills* 21, *p.* 7.

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Charlotte-street, Bloomsbury. [1838.]—Alterations suggested in that street, *Nelson* 508 ——Suggestions for the formation of leading thoroughfare from east to west passing in that direction, *Nelson* 525——Proposed line from Waterloo Bridge to Charlotte-street, *Nelson* 511; *Lilly* 1042; *Jones* 1227.

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Charlotte-street, Southwark. [1838.]—Proposed alterations in the Borough, making use of that street, *Rose* 1140; *Harrison* 1384; *Pott* 1404.

Charter-house Gardens. [1838.]—Proposed new line of thoroughfare from east to west in that direction, *Nelson* 525; *Mills* 1042.

Charter-house-square. [1838.]—Proposed new line from Clerkenwell Green to Whitechapel Church, across the centre of that square, *Nelson* 798. 808–810.

Cheapside. [1838.]—Inconvenience arising from the two leading thoroughfares from the west terminating in that street, and insufficiency of the street to receive the traffic, *Rep. p.* vi.——Plan proposed for relieving Cheapside of traffic passing through it, by the formation of a street from St. Paul's Church-yard to St. Katharine's Docks, *Rep. p.* vi.; *Nelson* 815; *Jones* 1240, 1241.

Chelsea. [1838.]—Proposed line of improvement from the Grosvenor Estate to Fulham, through Chelsea, *Perry* 1666–1682.

Chester-place, Bethnal Green. [1838.]—Proposed line from Bethnal Green into the Essex-road, by widening that street, *Offer, Howard, Bumford, Bratt, Turner* and *Brutton* 1363, 1364.

Cheyne Walk, Chelsea. [1838.]—Proposed line from Pimlico to Fulham, passing in that direction, *Perry* 1666–1680.

Chiswell-street, Finsbury. [1838.]—Proposed new line from Clerkenwell Green to Whitechapel church, passing in that direction, *Nelson* 798. 805.

Christchurch, Spitalfields. [1836.]—Proposed new street from Whitechapel Church to Finsbury-square, in that direction, *Cotton* 255–269.

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Church-lane, Whitechapel. [1838.]—Suggestions for the removal of the houses on the south side of the Commercial-road, commencing at that street, *Ashton, Rich* and *Wallis* 1283——Should be widened, *Ashton, Rich* and *Wallis* 1288, 1289.

Church-street, Spitalfields. [1838.]—Proposed line in continuation of that street into the Whitechapel-road, *Mills* 1042.

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City of London School. [1838.]—Since the fire at the Royal Exchange the Gresham lectures have been removed to that establishment, *Barnes* 974——At first the lecturers declined to attend at the School, but have subsequently acceded, *Barnes* 976.

City Road. [1838.]—Proposed line from Bethnal Green to the City Road, *Offer, Howard, Bumford, Bratt, Turner,* and *Brutton* 1366——Proposed improvement by removal of houses opposite the Angel, Islington, *M'William* 1593. 2008, *p.* 167.

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[1838.]—Proposed new leading thoroughfare from Oxford-street, passing in that direction, *Rep. p.* vii.; *Nelson* 525; *Mosely* 1025; *Lilly* 1042; *Jones* 1239——Proposed new street from the Sessions-house, Clerkenwell Green, to Whitechapel church, *Nelson* 798–810; *Lilly* 1042.

Coal Duties. [1836.]—Proposed to raise the money for the intended improvements, by an additional duty of 6*d.* per ton on coals imported into the port of London, *Rep. p.* iii.; *Mills* 14; *Pott* 29; *Jones* 110; *Cotton* 265——Length of time which a 6*d.* per ton duty would take to discharge the principal raised for the proposed improvements, *Scott* 75——Extent to which an additional 6*d.* duty would increase the expense of collection, *Scott* 79, 80; *Jones* 112, 113——Amount which an additional 6*d.* per ton would produce annually, *Rep. p.* iii.; *Scott* 73——Effect which an additional 6*d.* per ton duty would have upon the poor classes of consumers, *Rep. p.* iii.; *Pott* 35–40; *Horne* 229–238; *Johnson* 351——The public would not consider an additional 6*d.* per ton duty a burthen upon them, *Pott* 32; *Routh* 125——Public would object to an additional duty, *Horne* 204–206——Class of persons whom it would materially affect, *Horne* 207.

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Coffee Houses. [1838.]—Suggested by certain parties that the whole of the ground floor of the new Exchange should be appropriated to coffee-houses of the description of the Baltic, New England and Jerusalem coffee-houses, *Jones* 290; *Bates* 777——Objection to the conversion of the ground-floor of the Royal Exchange into coffee-houses or shops, *Jones* 391.

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Commercial Sale Rooms, Mark-lane. [1838.]—Proposed new street from Tower-street to the south corner of that building, *Nelson* 815.

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Cow Cross-street, Smithfield. [1838.]—Practicability of forming a line of communication from Farringdon-street to the North-road, in the direction of Cow Cross-street, *Jones* 185.

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Crane-street, New, Shadwell. [1838.]—Proposed improvements in that street, *Mellish* 1472–1476.

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[Second Examination.]—Alterations contemplated by the Westminster Improvement Company would make the drainage complete in that neighbourhood, 1962–1964.

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Egyptian Obelisk. [1836.]—Suggestion for placing it in the centre of Saint James's-square, *Mills* 21, *p.* 8.

Elliott's Brewery. [1838.]—Proposed line from Pimlico to Westminster Abbey, passing in that direction, *Milman* 834; *Jennings* 852; *Wason* 860–863; *Mee* 1547–1560; *Parry* 1717–1719; *Rhodes* 1727; *Yates* 1890——Whether possible to avoid it in the proposed plan, *Milman* 839–841——Estimate for the purchase of Elliott's Brewery, and annual return calculated upon, *Mee* 1555–1560.

Emanuel Hospital, Westminster. [1838.]—Proposed line from Westminster Abbey to Pimlico in that direction, *Wason* 863; *Taylor* 1700; *Rhodes* 1725–1729; *Bardwell* 1991.

Essex-road. [1838.]—Proposed line from Oxford-street direct into the Great Essex-road, *Nelson* 525; *Lilly* 1042.

Estimates. [1836.]—Estimate of the proposed improvements, as well as the purchase of the interest, of Southwark and Waterloo bridges, *Rep. p.* iii——Of the proposed lines from the Town Hall, Southwark, to Westminster bridge, *Rose* 54——From Tooley-street to Blackfriars-road, *Rose* 63——From St. George's church to Stamford-street, Blackfriars, *Rose* 68.

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Evelyn, Mr. [1838.]—Observations on the plan submitted by Mr. Evelyn, for the restoration of the city after the great fire of London, *Rep. p.* vi.

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Fenchurch-street. Proposed improvement in the line of communication between that street and the Minories, *Green, Smith, Wheeler* and *Machin* 1410. 1419.

Fetter-lane. [1838.]—Proposed viaduct from Holborn to Snow-hill, commencing at Fetter-lane, *Wishaw* 1315. 1737.

Field-lane to King's Arms, Holborn Bridge. [1838.]—The mass of houses in that direction must be taken down, in the event of a viaduct being formed from Holborn-hill to Skinner-street, *Jones* 165.

Finsbury Divisions of Sewers. [1836.]—The Finsbury division of sewers extends northward as far as Friern Barnet, *Mills* 16.

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[1838.]—Intention of the Finsbury Commissioners to cover in the whole of the Fleet ditch, should the proposed improvements be executed, *Jones* 195, 196——Great importance to bring the River Fleet in a straight line down to Blackfriars Bridge, *Jones* 192–197; *Mills* 1055——Part of the River Fleet that is at present uncovered, *Jones* 193; *Mills* 1046——Evidence of the defective state of the River Fleet at present, and necessity for making it a covered sewer, *Mosely* 1008——The Finsbury Commissioners of Sewers have arched it over from Three Pigeon-court, Clerkenwell, to the Regent's Canal in the Hampstead-road, *Mills* 1051——Applications have been made to the Privy Council, and also to each succeeding administration, with respect to the bad state of the River Fleet, *Mills* 1074——It sometimes rises six or eight feet, and floods the neighbourhood,

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Flood Island, Westminster. [1838.]—Proposed line from Pimlico to Westminster Abbey, passing in that direction, *Milman* 832.

Fore-street, Cripplegate. [1838.]—Proposed new line in that direction from Aldersgate-street to St. Katharine's Docks, *Nelson* 811.

Foreign Lotteries. [1836.]—The tickets of foreign lotteries are sold very extensively in England; better that English lotteries were allowed than that the sale of tickets should continue, *Rep. p.* iv——Particulars respecting the Hamburgh and other foreign lotteries, whose tickets are sold in England, *Bish* 169; *Hesse* 411–419——From 150,000*l.* to 200,000*l.* goes out of the country for foreign tickets, *Bish* 190——Extracts from correspondence with the Treasury upon the prevalence of foreign lotteries and little goes in this country at the present time, *App. p.* 49——Affidavits in regard to the sale of foreign lottery tickets in this country, and how effected, *App. p.* 51–53.
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[1838.]—System of them, and extent to which the sale of foreign lottery tickets is carried on in this country, *Bish* 1655.

Fox-lane, Shadwell. [1838.]—Proposed reduction of the declivity of that thoroughfare, *Mellish* 1488.

Freeman-street, Whitechapel. [1838.]—Proposed new line from Clerkenwell Green to Whitechapel church, crossing in that direction, *Nelson* 798.

Freeman's-court, Cornhill. [1838.]—Houses in that court necessary to come down in the re-building of the Royal Exchange, *Jones* 209–248——The whole space eastward of the Exchange to that point will be required for the site of the new building, *Smirke* 467. 473–482——The front of Freeman's-court would be a part of the front of the intended new street from Cornhill to Threadneedle-street, *Jones* 498.

Fremantle, Sir *Thomas.* [1836.]—His interview with the Middlesex magistrates on their application to carry into effect the contemplated improvements, *Mills* 11.

French Lotteries. [1836.]—Evidence respecting them, and cause of their being relinquished, *Bish* 161–163; *Hesse* 396. 425. 437–440. [1838] *Bish* 1653.
[1838.]—Distinction between the French and English lotteries, *Bish* 1655.

Friday-street, Cheapside. [1838.]—Proposed new line from east to west, crossing that street, *Rep. p.* vi; *Nelson* 815.

Friday-street, Little. [1838.]—Proposed new line from east to west by widening that street, *Rep. p.* vi; *Nelson* 815.

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Gate-street, Lincoln's-Inn Fields. [1838.]—Proposed opening from Lincoln's-Inn Fields into Holborn in that direction, *Rep. p.* vii.

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George-street, Minories. [1838.]—Proposed new line from the end of that street to Great Ayliff-street, *Nelson* 823.

George-yard Whitechapel. [1838.]—Proposed new line from Bishopsgate-street to Whitechapel church, passing in that direction, *Nelson* 798.

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Gerard-street, Soho. Houses in that street necessary for the proposed communication between Dean-street and Leicester-square, *Warne* 1570.

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Giles's, St., Church. [1838.]—Estimate of expense of widening High-street at that point, *Nelson* 506——Suggestion for the formation of a leading thoroughfare from east to west, passing in that direction, *Nelson* 525——Proposed line from Tottenham-court Road to Seven Dials, passing on the south of St. Giles's church-yard, *Jones* 1226.

Giles's, St., Church, Cripplegate, to the Bank. [1838.]—Proposed new street in that direction, *Nelson* 812.

Goldsmiths' Hall. [1836.]—Proposed new street from the Bank to the Post-office, coming out at the back of that building, *Mountague* 311.

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Goodman's Yard, Goodman's Fields. New street from Great Prescott-street to the Minories, by widening Goodman's Yard, *Ashton, Rich* and *Wallis* 1281.

Gower-street to Waterloo Bridge. [1836.]—Proposed improvement on that line, *Rep. p.* iii; *Mills* 21, *p.* 7—[1838] *Mills* 1042.

Gray's-Inn-lane. [1838.]—Proposed line from east to west, crossing that street at the junction of the King's Road with Liquorpond-street, *Nelson* 525; *Mills* 1042——Proposed opening from the bottom of Gray's-Inn-lane to the Holloway new road, *M'William* 1591. 2008, *p.* 166, 167.

Great Western Railroad. Improved communication necessary between the north and south of London upon the completion of that railroad, *Rep. p.* ix.

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2. *System of Insurances, and how prevented.*
3. *Revenue derived from.*

1. *For Public and Private Objects.*

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1. *Generally.*

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Oxford-street to Shoreditch Church. [1836.]—Proposed new line in that direction, avoiding Holborn, Cheapside and Leadenhall-street, *Mills* 20, *p.* 7.

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3. *Rebuilding of the Exchange.*
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Whitechapel. [1836.]—Proposed new street from Finsbury-square to Whitechapel church, and from thence to the Commercial-road, *Rep. p.* iii.——Proposed new line of street from the London Docks to Bethnal Green through Whitechapel, *Gant* 496.

[1838.]—Proposed line from Oxford-street to Whitechapel and the Great Essex-road, *Lilly* 1042; *Jones* 1239.

Whitechapel Church to the Docks. [1838.]—Proposed new line in that direction, *Rep. p.* viii; *Ashton, Rich* and *Wallis* 1247–1264.

Whitechapel Church to Sun-street, Bishopsgate. [1838.]—Proposed new line in that direction, *Rep. p.* viii; *Nelson* 798; *Ashton, Rich* and *Wallis* 1271–1277.

Width of Streets. [1838.]—Proposed width of the line from Coventry-street to Long Acre, *Pennethorne* 85, 86——Width of Regent-street, *Pennethorne* 87——Width of the street between Cornhill and the Bank, *Jones* 324–327——Necessity for increasing the width of the streets in the Borough, *Rose* 1155——The proposed streets from north to south do not require to be made so wide as the leading thoroughfares to the city, *Jones* 1226.

Wilderness-row. [1836.]—Proposed new line of thoroughfare from east to west passing in that direction, [1836] *Mountague* 311—[1838], *Nelson* 525; *Lilly* 1042; *Mills* 1042; *Jones* 1239.

William-street, Buckingham Gate. [1838.]—Defective state of the sewers and nuisance of the cow-yard in that street, *Jennings,* 853 *p.* 63.

Williams, John. (Analysis of his Evidence.) [1838.]—Statement suggesting a plan for the improvement of the streets of London by means of sub-ways, and advantages to be derived from their adoption, 1589, *pp.* 123, 124.

Winchester, Bishop of. [1838.]—The property required for the new line, from the Town-hall in the Borough to Westminster Bridge, is partly church property held of the Bishop and Chapter of Winchester, *Rose* 1163–1173.

Wine Duties. [1836.]—Amount of the present duties received by the corporation of London, and sum which an additional 6*d.* per ton duty would produce annually, *Scott* 92, 93.

Wishaw, Francis. (Analysis of his Evidence.) [1838.]—Plan for connecting Holborn-hill with Skinner-street, by means of a viaduct, 1315–1318——Removal of Newgate Market to Farringdon Market, 1315.

[Second Examination.]—Further evidence respecting the proposed viaduct from Holborn-hill to Skinner-street, 1733–1744. 1751–1768——Inclinations and ascents on the proposed line, 1736——Amount of traffic passing daily on the proposed line, 1744.

[Third Examination.]—Proposed alterations in Farringdon Market, 1745–1750.

Wood-street, Cheapside. [1838.]—Advantages of forming a new street from the Bank to the Post-office, crossing Wood-street, *Curtis* and *Reid* 730–733.

Woods and Forests. [1838.]—The proposed improvements in the metropolis should be conducted under the direction of the Commissioners of Woods and Forests, subject to the control of the Treasury, *Rep. p.* x——Interview and correspondence between witness and the Commissioners of Woods and Forests on the subject of the proposed improvements in Westminster, and how far approved of by the Board, *Wason* 861, 862——Correspondence

Reports, 1836, 1838—*continued.*

Woods and Forests—continued.

Correspondence between Rigby Wason, esquire, M. P., and Mr. Milnes, in 1837, on the proposed line from the Broad Sanctuary to Grosvenor-place, and for effecting certain improvements in the neighbourhood of Buckingham Palace, *App. p.* 75.

See also *Westminster Improvements.*

Wormwood-street, Bishopsgate. [1838.]—Proposed new line from Aldersgate-street to St. Katherine's Docks, by the widening that street, *Nelson* 811.

Wren, Sir *Christopher.* [1838.]—Observations on the plan for the improvements of the leading thoroughfares of the metropolis submitted by Sir Christopher Wren after the fire of London, *Rep. p.* vi.

See also *Paul's, St., Church-yard to the Tower.*

Wright, Dr. *John.* (Analysis of his Evidence.) [1838.]—Evidence as to the defective state of the drainage in certain parts of St. Margaret's, Westminster, and misery and disease arising in consequence, 1965–1978——State of the district during the cholera, 1979–1981.

Yates, Frederick. (Analysis of his Evidence.) [1838.]—Evidence relative to the plan from Westminster Abbey to Pimlico, submitted by the Westminster Improvement Company, 1890——Mr. Elliott willing to dispose of his property at a certain price, 1891.

LIST OF PLANS

INSERTED IN THE

REPORT ON METROPOLIS IMPROVEMENTS.

LIST OF PLANS.

Plan of Sir *Christopher Wren* for rebuilding London after its Destruction by Fire in 1666.

1. General View of the Plans inserted in the Report of the Committee of the House of Commons for the Improvement of the Metropolis. By *T. Marsh Nelson.*

2. Plan proposed for a line of Streets to connect Piccadilly with Cheapside. By *James Pennethorne.*

3. Plan for improved communications from the East end of Piccadilly to Great Queen-street and Covent-garden. By *Henry Rhodes.*

4. Plan for Improved Communications from Long Acre to Lincoln's-inn-fields and Chancery-lane, and to New Inn and Clement's Inn; and Transverse Communications from the Strand to High Holborn, crossing the East and West sides of Lincoln's-inn-fields. By *Henry Rhodes.*

5. Plan of the proposed new Street from Pickett-place Strand, to High Holborn. By *William Cadogan.*

6. Plan of proposed Street from Holborn to the Strand, and for taking down one side of Holywell-street next the Strand.

7. Design for the Improvement of Holborn-hill. By *John Turner.*

8. Plan of proposed Improvements of Holborn-hill. By *W. E. Pocock.*

9. Plan of the proposed Improvement in Middle-row, Holborn. By *W. E. Pocock.*

10. St. Anne's Improvement. Plan of a Street from Oxford-street to Leicester-square. By *John Green.*

11. Plan of Aldgate and its Vicinity. Presented by the *Parish Officers of Aldgate.*

12. Plan of Proposed Improvements in St. John's, Wapping. By *H. Berry.*

13. Plan of the Westminster Improvements. By Messrs. *W. Bardwell* and *J. H. Taylor*; and approved by the Committee of the Westminster Improvement Company.

14. Plan of Improvements in Westminster. By *William Bardwell* and *John Henry Taylor.*

15. Plan of proposed Improvements in the Buildings and Site surrounding Westminster Abbey and the New Houses of Parliament. By *G. T. Bullar.*

16. Plan for Improvement of Lower Westminster, and the locality westward to the Chelsea-road, including the purlieus south and east of Buckingham Palace. By *Henry Rhodes.*

17. Plan of proposed Improvements in the Roads from London and Westminster, through Chelsea; also the proposed Road into Hyde Park from Knightsbridge. By *John Perry.*

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18. Plan for leading Approaches to the British Museum; at the same time improving the purlieus of the two Great Theatres; showing also a proposed connecting line between Oxford-street and High Holborn. By *Henry Rhodes.*

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19. Plan of the proposed Street from Farringdon-street to the Sessions House Clerkenwell. By *W. E. Pocock.*

20. Plan for the Improvement of Clerkenwell by the continuation of Farringdon-street, to Coppice-row; and by covering the Fleet Sewer. By *John Roe.*

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21. Plan for a new Street from the Mansion House to Southwark Bridge. By *Peter Jeffrey.*

22. Proposed line of communication, south of the Thames, connecting the Eastern and Western parts of the Metropolis. By *Peter Jeffrey.*

23. Plan of a new Street from Little Tower-street to Crutched Friars, opening a communication between London Bridge and Whitechapel, and the Commercial and Blackwall Railway; and showing the proposed new Street from the Custom-house to Gracechurch-street, for the relief of Thames-street and Fish-street Hill. By *Peter Jeffrey.*

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24. Plan of the Parish of Christ Church Middlesex, with a proposed new Road from the north end of Wheeler-street, through Rose-lane, to Wentworth-street. By *James Leach.*

25. Plan of proposed new Streets in Southwark. By *W. Harrison.*

26. Southwark Improvements.—Plan, showing the proposed new Streets from the Town Hall in the Borough to Westminster Bridge, connecting the Five Bridges, from St. George's Church to Blackfriars Bridge; from Tooley-street, south side of London Bridge, to Blackfriars Bridge. By *Henry Rose.*

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27. General Line of the Thames Improvement Plan. By *John Martin.*

28. *In two Parts.*—Elevation and Longitudinal Section of proposed Improvements to the River Thames, showing the situation of Wharfs, Docks, and other Property upon the intended Line. By *John Martin.*

29. *In two Parts.*—Longitudinal Section of the Intercepting Sewer of the Thames Improvement Plan. By *John Martin.*

30. Perspective View and Elevation of proposed Improvements to the River Thames, with Section of the Grand Sewer, Wharfs, and Public Walks, &c. &c. By *John Martin.*

31. Plan of the proposed Collier and Steam Shipping Wharfs on the Eastern side of the Isle of Dogs. By *T. Marsh Nelson.*

32. Plan showing the proposed Thoroughfares from east to west, to relieve Holborn, the Strand, and the City, of a portion of the traffic. By *T. Marsh Nelson.*

33. Detail Plan of the proposed Thoroughfares, showing the houses to be taken down: Regent Circus to the British Museum. By *T. Marsh Nelson.*

34. Detail Plans of the proposed Thoroughfares, showing the houses to be taken down: Oxford-street to Old-street; Clerkenwell to Barbican, and Finsbury-square to Whitechapel. By *T. Marsh Nelson.*

35. Detail Plans of the proposed new Thoroughfares, showing the houses to be taken down: Barbican to Fore-street; London Wall to Hounsditch, and Fore-street to the Bank. By *T. Marsh Nelson.*

36. Detail Plan of the proposed Street from the South Side of St. Paul's Churchyard to London Bridge, Tower Hill, Aldgate, and the Commercial Road, to relieve the present Thoroughfare of Cheapside, the Poultry, Cornhill, and Whitechapel. By *T. Marsh Nelson.*

37. Second Design for the West End Terminus of the proposed Thoroughfare from Piccadilly to Stratford; showing a new Street, by widening St. Andrew-street, through Seven Dials, with a Plan for an improvement in front of the proposed Façade of the Museum. By *T. Marsh Nelson.*

38. Third Design for the West End Terminus of the proposed Thoroughfare from Piccadilly to Stratford, and continuing Tottenham-court Road to St. Martin's-lane. By *T. Marsh Nelson.*

Ordered by the HOUSE OF COMMONS to be Printed, 28th July 1800. And to be Re-printed 1803.

EXPLANATION OF PLAN II.

Section I. *Extending from Piccadilly to Bow-street.*

The direction of the first portion of the line of street is in great measure determined by the present houses along the north side of Leicester-square and Cranbourne-street, all of which may be left standing, and only the houses on the south side of Cranbourne-street, and a few from thence to St. Martin's-lane, will require to be pulled down; all of which are of inferior value, except two or three in St. Martin's-lane. The houses south of Sydney's-alley are the most expensive to purchase, but the ground on that side would be invaluable for a public building, and it is not essential to purchase the houses on the north side, though it would be better to do so, and by adding to them in front, render them large and handsome shops.

One of the advantages to be derived from opening this thoroughfare is, that it may be made, at very small cost, to unite Piccadilly to Holborn and the Great North Road, by being continued up Great St. Andrew's-street; which is a good street, and only requires the access at either end to be improved; and this is supposed to be the best road to adopt, because, beside commanding the North Road, it lays open the whole of Holborn; whereas, further on, Drury-lane and Little Queen-street form sufficient entrances to it. St. Andrew's-street will also connect St. Martin's-lane and all the improvements about Charing Cross with Holborn, the British Museum and the north, in the same way that it does Piccadilly; and thereby work out, very economically, one of the intentions with which those improvements were undertaken.

Long Acre is a wide and handsome street; it does not require any alterations, and the property along it will probably increase very much in value by its being rendered so great a thoroughfare; but the houses at the commencement of it are, by this plan, supposed set further back, that the line may be as straight as possible, and that there may be abundant space for the great traffic which will meet where the four streets cross each other.

The first section of the Plan does not require the removal of any public building—the majority of the property to be purchased is of second-rate value; and the street when formed, it is presumed, by laying open Leicester-square, will add much to the health and beauty of the town.

Covent Garden Market will be opened to the market-gardeners by James-street, and also by Bedford-street (if necessary), but is sufficiently distant to prevent the great street being a nuisance to the market, or the market to the street.

Section II. *Extending from Bow-street to Chancery-lane.*

This portion of the street would be rendered very handsome by the public buildings along it, by its passing through such open spaces as Lincoln's-inn-fields, Gardens, and New-square, and by its being perfectly straight and level the whole distance from Chancery-lane to Bow-street.

The new part of this portion of the line passes through streets and houses of the lowest description, quite as bad as the courts near the Strand, the removal of which was one great inducement to undertake the improvements in that neighbourhood. The only public building interfered with is the Tavistock Chapel in Broad-court, the cost of rebuilding which would be about 2,000 *l.* The chapel in Little Wild-street and the Catholic chapel near Lincoln's-inn-fields, are both untouched.

This part of the street will open a good communication from Lincoln's-inn to the Strand, either down Stanhope-street and Newcastle-street, or along Russell-street to Southampton-street. It will also unite well with the improvements commenced in Bow-street, and should those works be extended northwards according to the original intention, will form the best road from the City to Hampstead, &c.

In passing through Lincoln's-inn, it will not be necessary to touch any of the private buildings or offices, but the hall alone need be pulled down; but that would be rebuilt behind the chapel, at a cost of perhaps 2,000 *l.*, and it would add very much to the beauty of the street, if the plan of these buildings were remodelled and all made into one Gothic edifice, and particularly so, if the buildings on the south side, which have rather a Gothic form, were faced as a public building in the Gothic style. Such buildings on either side of the

street, together with the trees and open spaces, would produce a very imposing effect. A private communication may be preserved from Lincoln's-inn to the Courts, by forming a *sousterraine* under the street.

The advantages to accrue to the inhabitants of Lincoln's-inn from this plan are incalculable. A few minutes by this thoroughfare would take them either to the Courts at Guildhall or Westminster. Lincoln's-inn is the centre of London, and by this street would hold every quarter within a short distance, and easy of access, at the same time that it is so far removed as not in the least to interfere with their privacy, which is still more preserved by iron railings and handsome gates.

Section III. *Extending from Chancery-lane to Cheapside.*

The third Section of the plan is almost entirely within the City, and embraces the most important features of the whole design, viz. the bridge over Farringdon-street, and the branch streets to Holborn and Fleet-street in lieu of Holborn-hill and Ludgate-hill.

It is impossible fully to enter into the merits of this part of the plan, without a minute personal survey of the ground; but, in forming the plan above it has been *assumed impossible to remedy effectually the great evils of Holborn-hill unless the improvements commence at* both crowns *of the Hill*, and even then the clear roadway of Farringdon-street will not be more than from 23 to 25 feet high, but this would make all the streets nearly level, the levels of the ground in Fleet-street opposite St. Dunstan's and in Cursitor-street being very nearly the same with Holborn, near Hatton-garden, and St. Sepulchre's Church.

The bridge is so placed as to fall into the direct line from Newgate-street to Cursitor-street, and thereby to avoid the purchase of any of the houses in Skinner-street, or of the Angel-inn in Farringdon-street, and also to make a good approach to the New Farringdon Prison, which forms one side of the new street: along the whole line from Newgate-street to Cursitor-street, the property is of the lowest description, except the warehouses in Shoe-lane, and the houses in Farringdon-street; and in constructing the bridge, an entrance may be made underneath it to the Farringdon Prison, and a corresponding doorway on the opposite side the street may open to an underground gallery to Newgate, which would be a very cheap and simple way to form the communication between the two prisons.

It will be necessary, in forming the branch to Holborn, to pull down the St. Andrew's workhouse, now rendered useless by the Union; the vestry rooms, the rectory and schools will be untouched, and only a small portion of the churchyard, where there are no bodies, will be disturbed.

The branch to Temple Bar is so planned as to pass through a very inferior property, except Great New-street, and on one side of that street all the houses will be left standing: most of the houses to be pulled down in Fleet-street are old and dilapidated.

The bridge will itself be a great feature in the street, and to persons entering the City, the view from the top of it will be very striking. St. Sepulchre's, the Compter, Newgate, Christ's Hospital School and Church will all be visible from this point, particularly the Church, which will form the terminus of the view, and, though a very handsome building, is now quite hid: from here all the way to Cheapside is an assemblage of public buildings, unequalled in Europe; and as the passenger advances the appearance of a street is lost, and there will successively open to his view, in addition to the former, Christ's Hall, the Post-Office, Goldsmith's Hall, St. Vedast and Bow Church, till he arrives at the open space before the Post-Office, whence the view of St. Paul's is most beautiful; and in the centre of this area should be erected the Wellington Statue, to commemorate his Grace's great exertions in behalf of the City Improvements.

James Pennethorne.

Coventry Street
Rupert St.
Princes Street
Lisle Street
Leicester Street
Leicester Place
Sydneys Alley
Little Newport Street
Gt Newport Street
Upper St Martins Lane
The Haymarket
Oxendon Street
Whitcomb Street
Panton Street
Green Street
Castle Street
Bear Street
St Martins Court
St Martins Lane
New Street
St Martins Street
Angel Ct
Rose Ct
Lowndes Ct
Long Acre
Hart Street
James Street
Broad Court
Bow Street
COVENT GARDEN THEATRE
Gt Queen Street
Gt Wild Street
Drury Lane
Little Russel Street
DRURY LANE THEATRE
Marquis
King Street
Russel Street
Charles Street
Bridges Street
York Street
ST MARTINS CHURCH
Bedford Street
Henrietta Street
Tavistock Street
Maiden Lane
Southampton Street
The Strand

SCALE OF FEET.
100 50 0 100 200 300 400 500 600

SCALE OF CHAINS.
1 0 1 2 3 4 5 6 7 8 9 10

DESIGN PLAN - Nº 1.

for improved communications

from the

EAST END OF PICCADILLY TO

GREAT QUEEN STREET,

and

COVENT GARDEN,

Projected in

1828.

Henry Rhode

Archite

DESIGN PLAN Nº 2.
FOR IMPROVED COMMUNICATIONS
FROM LONG ACRE TO LINCOLNS INN FIELS AND CHANCERY LANE
AND TO NEW INN AND CLEMENTS INN
AND TRANSVERSE COMMUNICATIONS
FROM THE STRAND TO HIGH HOLBORN
CROSSING
THE EAST AND WEST SIDES OF LINCOLNS INN FIELDS
PROJECTED IN 1828.
HENRY RHODES ARCHIT.T

HOLBORN
Little Queen Street.
Princes Street
Newmarket
Gate Street.
Whetstone Park
Middlesex
GREAT QUEEN STREET.
LINCOLNS INN FIELDS.
Lincoln's Inn Gardens.
Stone Buildings
LONG ACRE
GREAT WILD STREET
DRURY LANE
Duke Street
LINCOLNS INN FIELDS.
Princes Street
Little Russell Street
DRURY LANE THEATRE.
Marquis Court
LANE
ST ANDREW HOLE
Denzell Street
Clare Street
STREET
Blackmoor Street
Houghton Street
Portugal Street
Carey Street
Lincoln's Inn
New Square.
CHANCERY LANE
CAREY STREET
Wm Boswell Court
Hemlock Ct
Serle's Buildings
Chapel
Rest Yard
Bell Yard
Carey Lane
Bell Yard
NEWCASTLE STREET
New Inn
Clements Inn
Clements Lane
Wych Street
Lyons Inn
Holywell Street
Pickett Street
St Mary le Strand
St Clements Church
Temple Bar
FLEET STREET
THE STRAND
Somerset Ho.
Surrey St.
Norfolk St.
Arundel St.
Essex St.
9 Chains
600 Feet

661. Ordered by the House of Commons to be Printed, August 2nd 1838.

J. Basire, Lithog.

HOLBORN

GREAT TURNSTILE

NEWMAN'S ROW

LINCOLNS INN FIELDS

SERLE

PLAN

of the

Proposed New Street

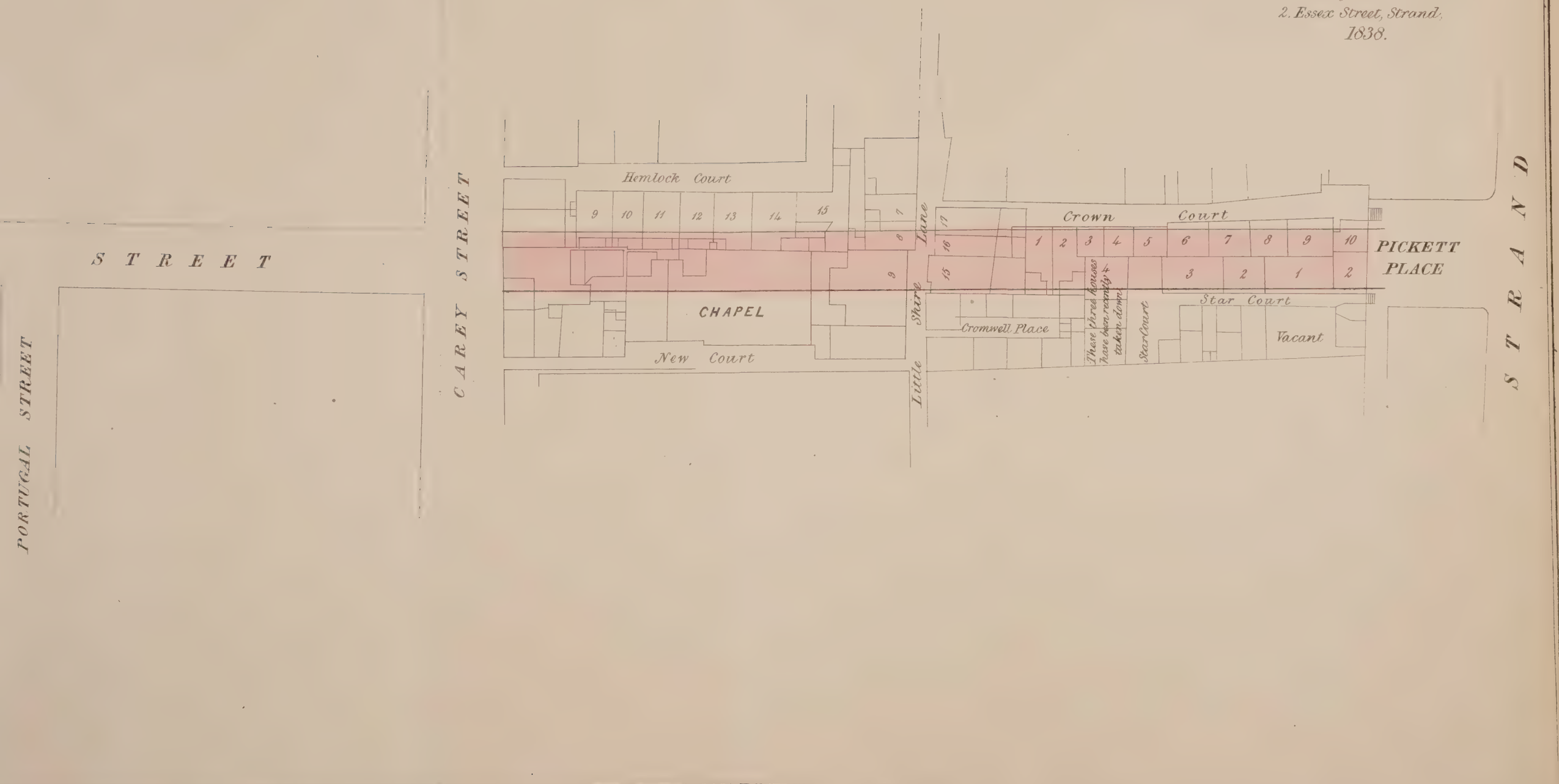
FROM

PICKETT PLACE, STRAND,

TO

HIGH HOLBORN.

William Cadogan,
2. Essex Street, Strand,
1838.



661. Ordered by the House of Commons to be Printed August 2nd 1838.

J. Basire. lith.

James & Luke G. Hansard & Sons Printers.

LINCOLN'S INN FIELDS

Field Walk

Lincoln's Inn

Dean St.

HOLBORN

Gate Street

Entrance to Gate St. Chapel

242½

Public Ho.

Stone Cutters Alley

Stone Cutters Yard

Great Queen Street

New Turnstile

Princes Street

Kingsgate St.

Little Queen Street

Duke Street

Bear Yard

Portsmouth St.

Sheffield St.

Gilbert Street

CLARE MARKET

Mr. Brodies Premises

Wine Vaults

Vacant Ground

Clare Passage

Clare Street

Denzell Street

Holles Street

Stanhope

100 50 0 100 200 300 400 500 Feet

PLAN

Shewing

PROPOSED STREET

FROM

HOLBORN TO THE STRAND,

and for taking down one side of

HOLYWELL STREET, NEXT THE STRAND.

Ordered by the House of Commons to be Printed 2nd August 1838.

I. Schonberg, lith. Hatton Garden.

DESIGN FOR THE IMPROVEMENT OF HOL

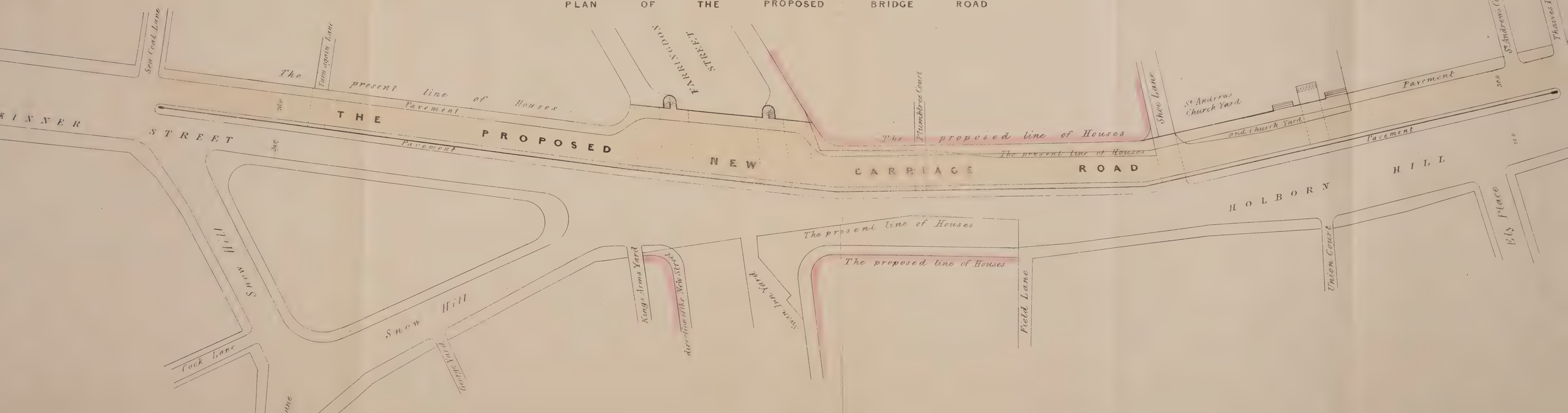
BY

JOHN TURNER, ARCHT

DESIGNED AUGUST 1832.

ELEVATION OF THE PROPOSED BRIDGE ROAD.

PLAN OF THE PROPOSED BRIDGE ROAD



RENCE TO THE DESIGN FOR A LEVEL COMMVNICATION WITH HOLBORN AND SKINNER STREET BY MEANS OF A BRIDGE ROAD ACROSS THE LOWER PART OF THE HILL WITH APPROACHES VNDER THE SAME TO FARRINGDON STRE AND SHOE LANE PRESERVING AMPLE CARRIAGE WAY VPON THE PRESENT LINE OF ROAD.

...of Holborn Hill and Skinner Street has been selected for the side to effect the Improvement upon being one continued line and therefore requiring the least outlay in the ...e property to be taken down.

...proposed to commence at Thaives Inn on Holborn Hill and terminate at Sea Coal Lane on Skinner Street thereby avoiding all intersecting carriage ways upon the New Road that would ...er its passage liable to interruptions; and sufficient height will be gained to allow of Arches over the carriage ways to Shoe Lane and Farringdon Street, Saint Andrews Church ...t Court and Turn-again Lane, thus preserving all the present thoroughfares &c. now used by the Public.

...ner projecting on the north side of Holborn Hill next Field Lane is to be taken down for the purpose of continuing the New Street from Farringdon Street northwards ...en afford the width required.

The Roadway over the Arches at the commencement upon Holborn Hill will be 50ft wide & on Skinner Street 26ft wide, excluding a foot pavement of 6ft & a Curb next the Parapet for Carria...

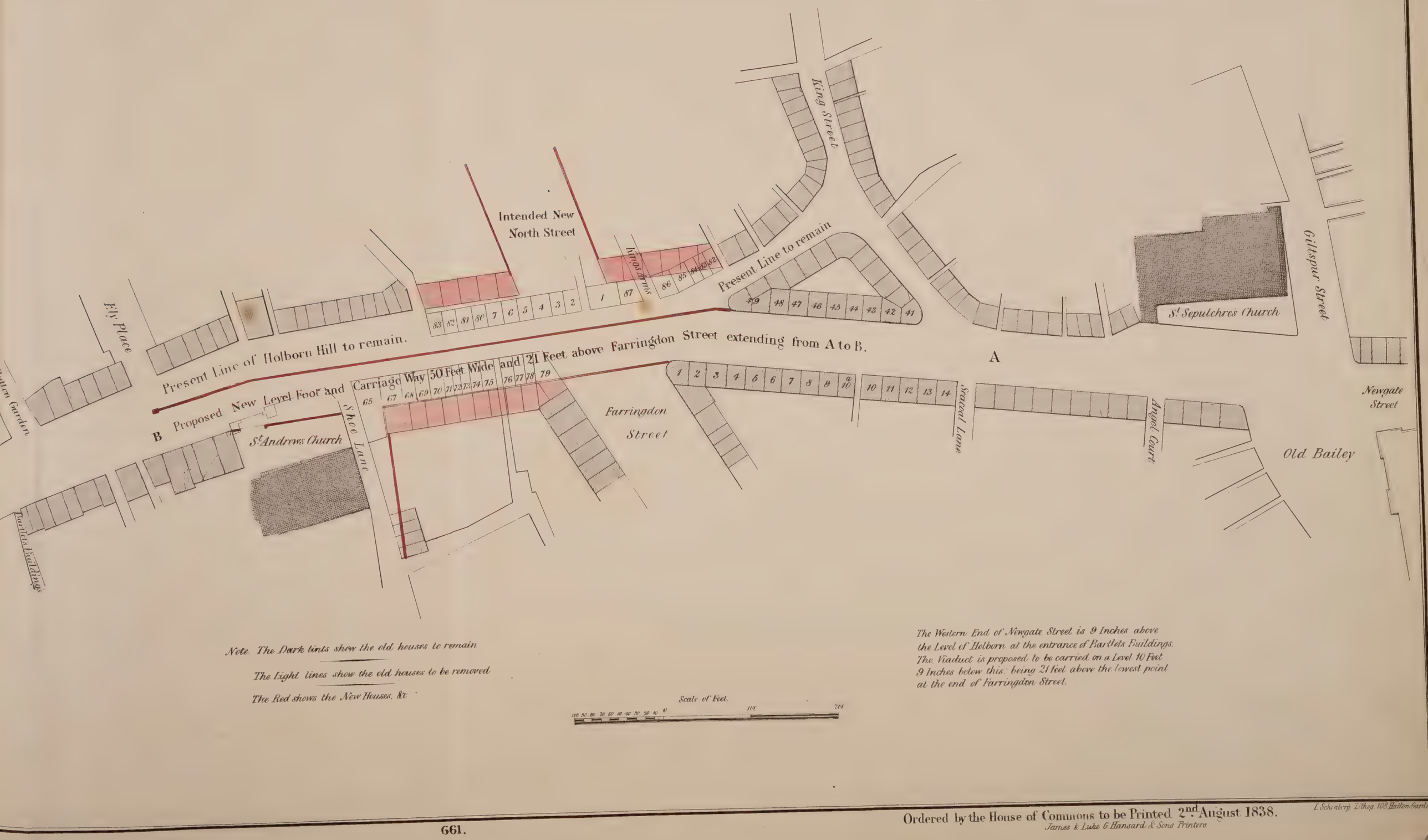
Steps of communication are planned on each side of the Arch over Farringdon Street for the convenience of Foot passengers.

The Arches not used as carriage ways are proposed to be converted into Dwellings with Shops accessible from the present Line of Road.

The New Buildings to be erected between Shoe Lane and Farringdon Street are proposed to have the lower part (below the level of the Bridge Road) united to the Dwellin... Arches. The upper part to be separate Dwellings having Shops accessible from off the Upper Road.

It is submitted that the design here described would, if carried into effect, not only be a desirable Improvement and Ornament but would also by the Rental ... fronting the New Road and those in the Arches, produce a considerable Annual Income.

PLAN
of
PROPOSED IMPROVEMENTS
OF
HOLBORN HILL.



Note. The Dark tints show the old houses to remain

The Light lines show the old houses to be removed

The Red shows the New Houses. &c

Scale of Feet.

The Western End of Newgate Street is 9 Inches above the Level of Holborn at the entrance of Bartlets Buildings. The Viaduct is proposed to be carried on a Level 10 Feet 9 Inches below this: being 21 feet above the lowest point at the end of Farringdon Street.

Ordered by the House of Commons to be Printed 2nd August 1838.
James & Luke G. Hansard & Sons Printers
I. Schonberg Lithog. 103 Hatton Garden

PLAN

Shewing the

PROPOSED IMPROVEMENT,

IN

MIDDLE ROW, HOLBORN.

By W.E.Pocock

661.

Ordered by the House of Commons to be Printed 2nd August 1838.

James & Luke G. Hansard & Sons, Printers

L. Schönberg, Litho. Hatton Garden.

EXPLANATION OF PLAN X.

THREE houses in Gerrard-street (No. 34, 35, 36,) to be taken down; and also three houses in Lisle-street, No. 15, 16 & 17.

The *dark red* on the Plan shows the street 40 ft. wide from house to house.

The *light tint* shows the ground to be appropriated to the building of four houses.

	£.	£.
Estimated value of freehold and leases of three houses in Lisle-street - -		3,600
— — Gerrard-street -		4,000
		7,600
Estimated value of materials - - - - - - - -	£. 1,460	
— freehold or ground-rents of the space left for building - - - - - - - -	2,300	
		3,760
	£.	3,840

West side of Proposed Street:

Space for three houses.
60 ft. frontage, and a return frontage in Gerrard-street of 13 ft. 6 in., 40 ft. deep on the south.

East side:

Space for one house.
50 ft. frontage.
30 ft. deep on the north, decreasing to 1 ft. at the south.

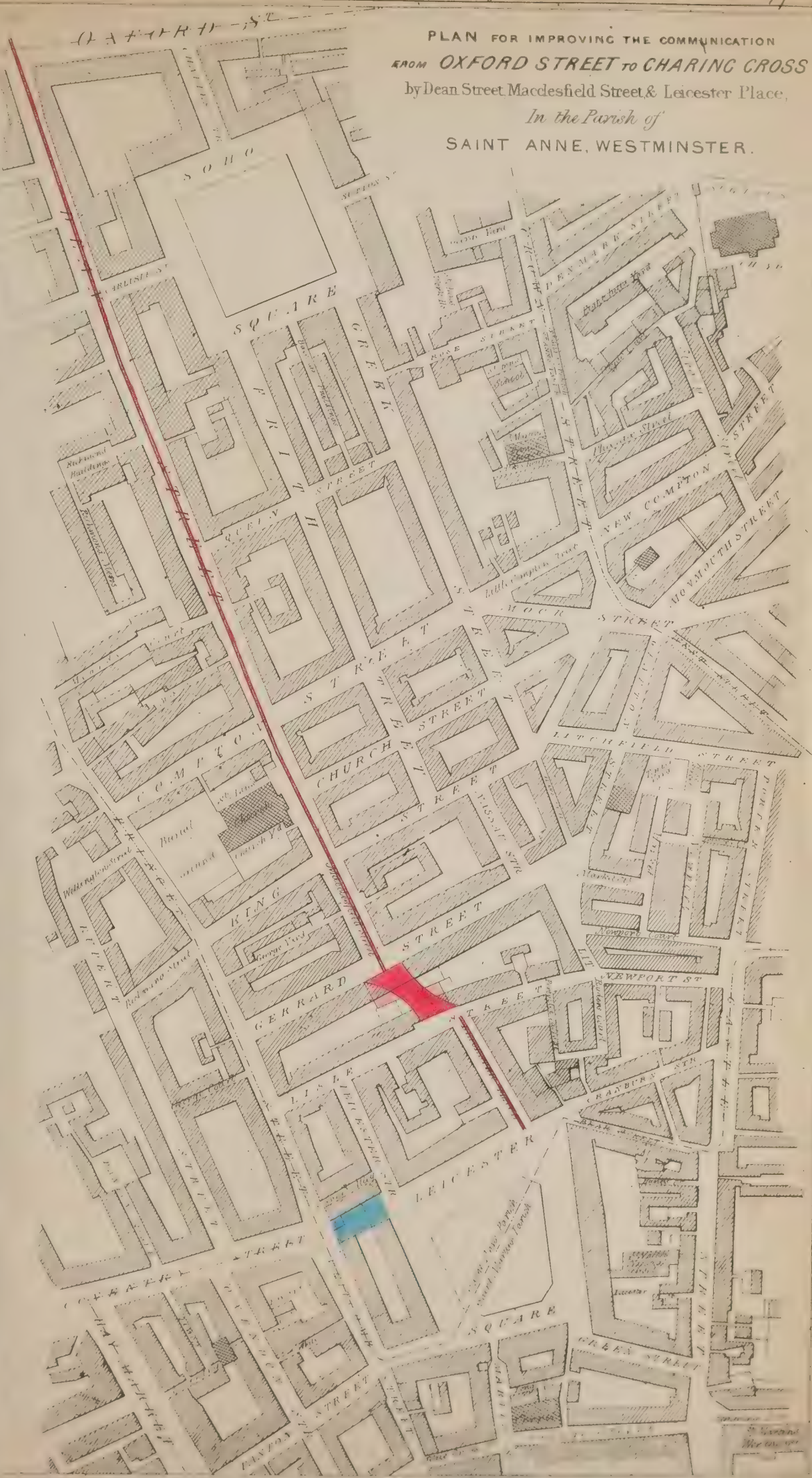
Mem.—The three houses in Lisle-street are held under a building lease from the Marquis of Salisbury by Messrs. Wright, the bankers, who are anxious to promote the improvement.

No. 34 & 35, in Gerrard-street, were formerly one house; they are in a bad state, and must soon be taken down. They belong to Lord Rancliffe, who will give every facility to the plan.

No. 36, in Gerrard-street, is occupied on lease by Mr. Wakeling, upholsterer, who will offer no obstruction whatever to the plan.

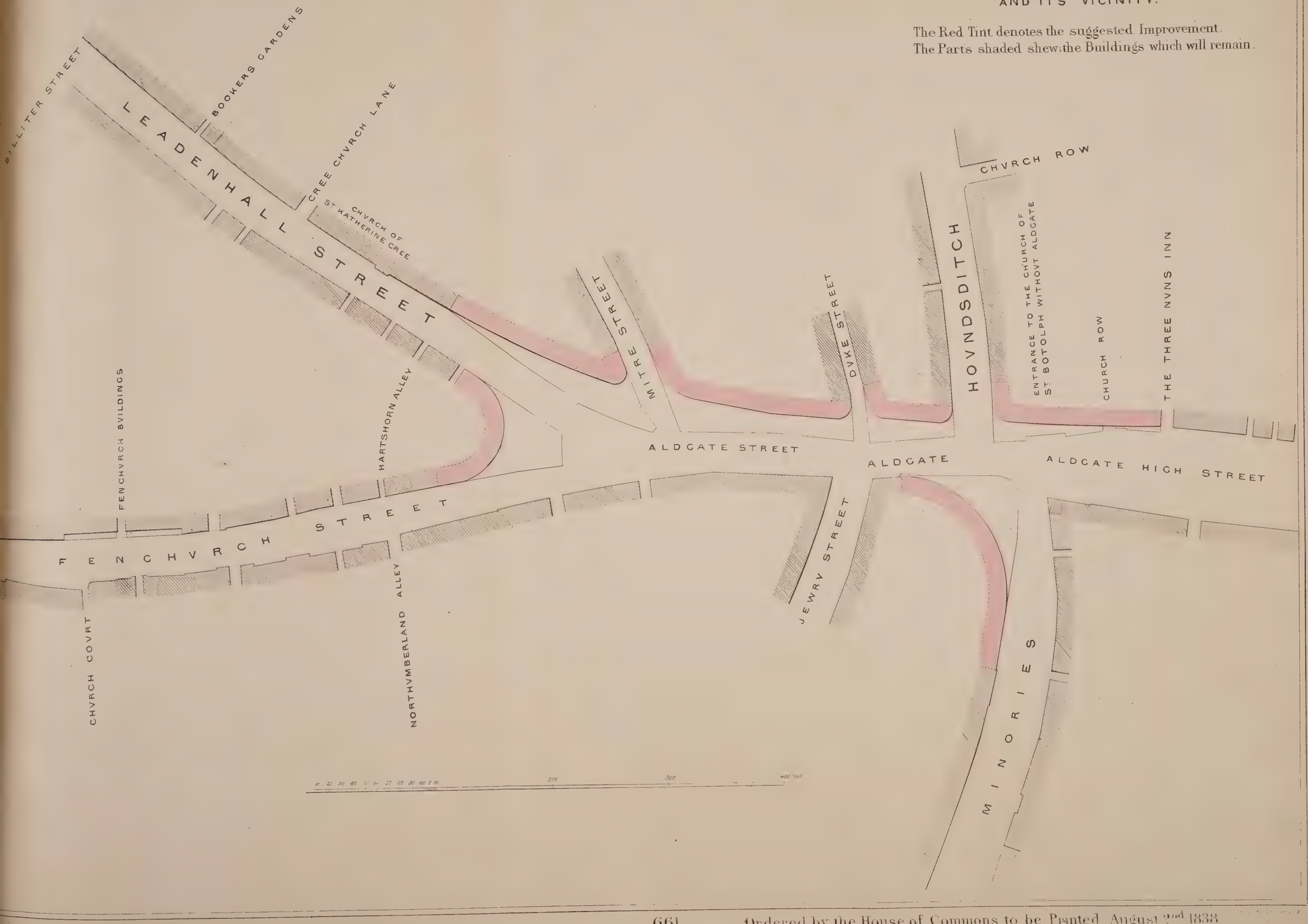
John Green,
Member of the Paving Board.

33, Soho-square, May 1838.


PLAN FOR IMPROVING THE COMMUNICATION
FROM OXFORD STREET TO CHARING CROSS
by Dean Street Macclesfield Street & Leicester Place,
In the Parish of
SAINT ANNE, WESTMINSTER.
OXFORD STREET
SOHO
SQUARE
GREEK
PRINCE
QUEEN
STREET
DENMARK STREET
NEW COMPTON STREET
MONMOUTH STREET
CHURCH STREET
KING
GERRARD
LEICESTER
SQUARE
GREEK STREET
LITCHFIELD STREET
NEWPORT ST
CRANBURN ST
Market
Burial ground
George Yard
Parish Yd
Red Lion Street
Wardour Street
Rupert Street
Coach Office
Old Compton
Little Compton Street
Mews
Stables
Workhouse
Buildings
Newport
Market
Cranbourn
Street
Square
Parish
Church
Leicester
Square
Green
Street
Castle
Street
Panton
Street
Haymarket
Street

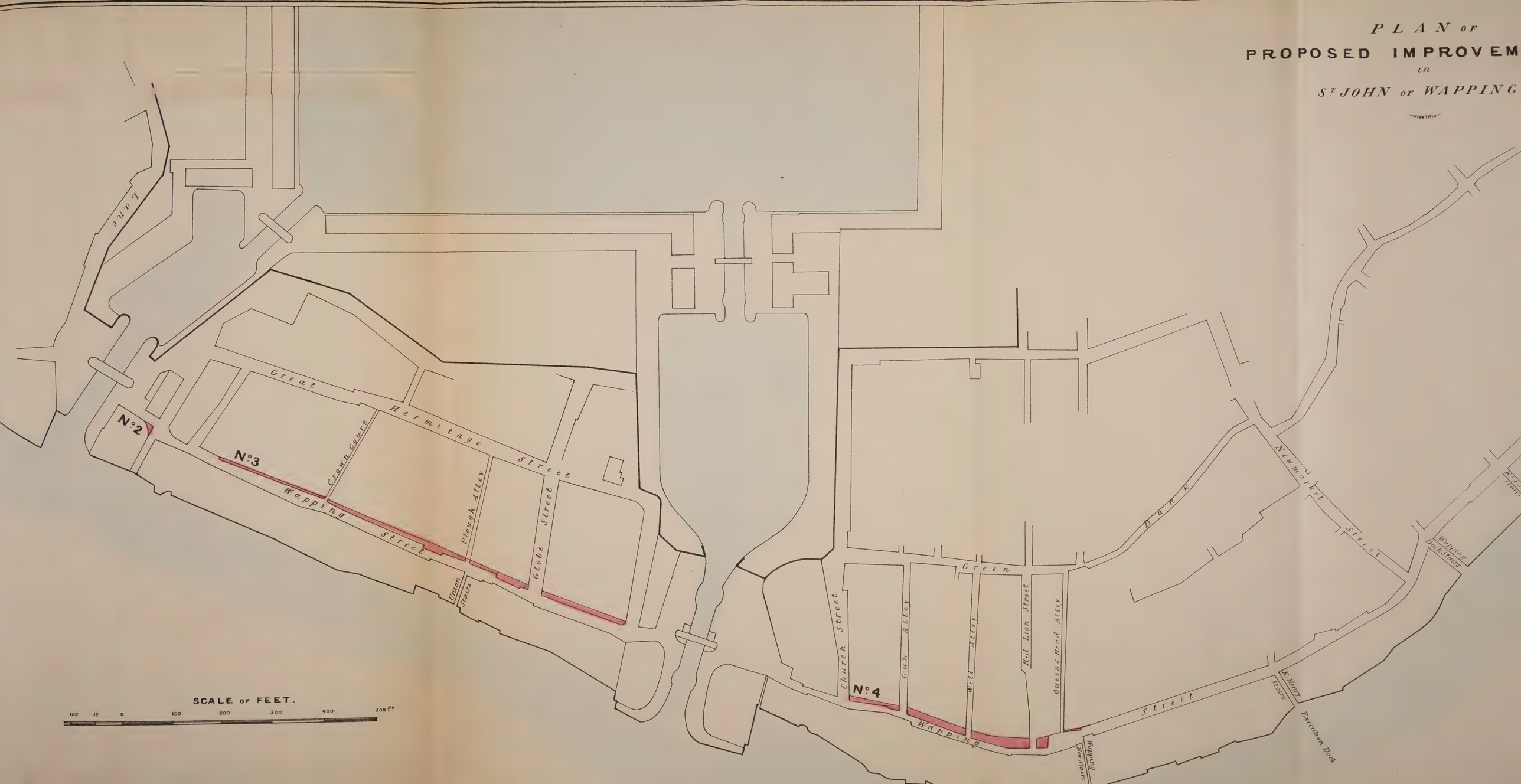
A PLAN OF ALDGATE AND IT'S VICINITY.

The Red Tint denotes the suggested Improvement.
The Parts shaded shew the Buildings which will remain.



Ordered by the House of Commons to be Printed August 2nd 1838

PLAN of PROPOSED IMPROVEM in St JOHN of WAPPING



DESIGN PLAN FOR LEADING APPROACHES TO THE BRITISH MUSEUM.

at the same time improving the Purlieus of the

TWO GREAT THEATRES.

Shewing also a proposed connecting Line between

OXFORD STREET & HIGH HOLBORN.

projected in 1827.

HENRY RHODES. ARCHITECT.

Castle Street
Castle Street
Cranburn Str:
Lisle Str:
Gerrard Str:
Nassau Str:
King Street
Frith Str.
Frith Street
Compton Str:
Frith Street
Queen Str:
SOHO SQUARE
Charles Str:
Rathbone Place
Oxford Street
Greek St.
Greek Street
Church
Moor Street
Moor Street
St Martin's Lane
Porter Street
Lichfield Street
Graston Street
Newport Str.
West Street
Rose Street
Crown
Sutton Street
New Street
Upper St. Martin's Lane
Tower Street
Little Earl Str.
St Andrew Str.
Phœnix Str:
Stracy Street
Denmark Street
Tottenham Court Road
High Street
Bedford Street
Maiden Lane
Henrietta Str:
St Paul's Church
King Street
Hart Street
Mercer Street
Seven Dials
White Lion St.
Queen Street
Great Earl Str.
Castle Street
Langley Street
Maynard Str.
BREWERY
Caroline Street
Tavistock Str.
Church Lane
Carrier Str:
Buckbridge St.
Buckbridge St.
Great Russell Street
COVENT CARDEN MARKET
Southampton Str:
James Street
Cross Lane
King Street
Old Belton St.
New Belton Str:
Hanover Str:
Diot Street
Diot Street
Broad Street
CONNECTING LINE
Plumbtree Street
Charlotte Street
Tavistock Street
Russel Str:
Bow Street
Charles Str:
Covent Garden Theatre
Hart Street
Castle Street
Brownlow Street
Sheets
Duke Street
Duke Street
Museum Street
Drury Lane
Brydges Str:
York Str:
Drury Lane Theatre
Little Russell Street
Drury Lane
Great Wild Street
Queen Street
Holborn
High Holborn
Hyde Street
Hart Street
Little Russell Street
Great Russell Street
BRITISH MUSEUM
St George's
SCALE OF FEET
100 50 0 100 200 300 400 500 600

Ordered by the House of Commons to be Printed 2nd Augt 1838

PLAN

Shewing the

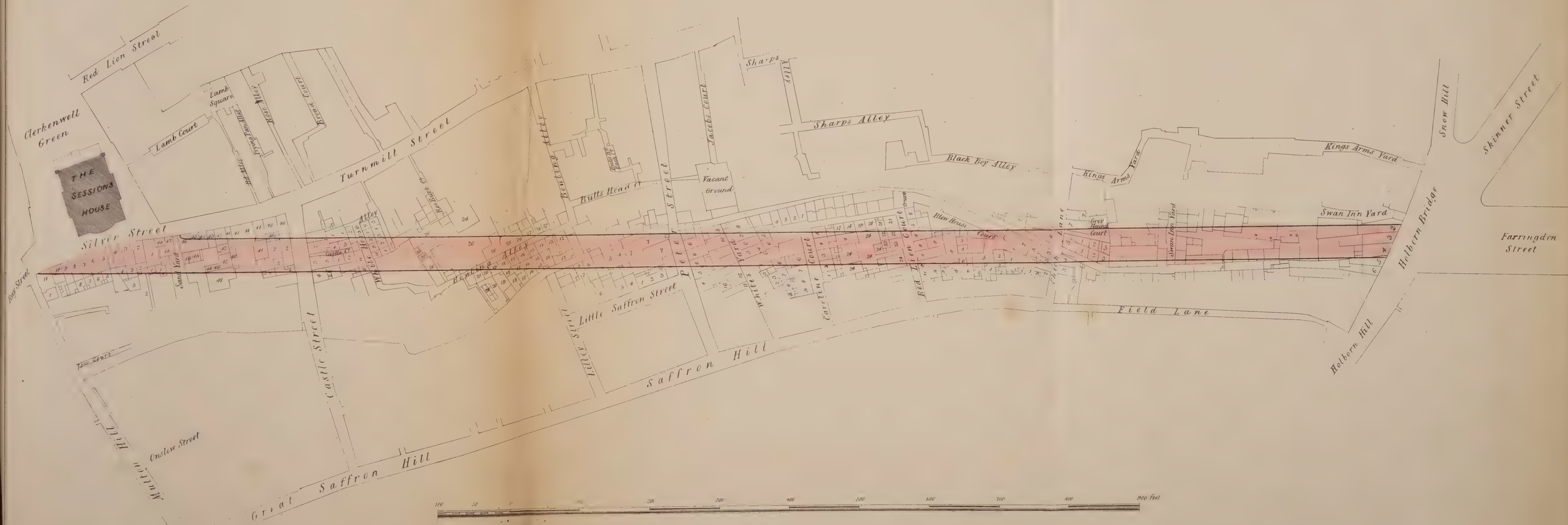
PROPOSED STREET

FROM

FARRINGDON STREET,

TO THE

SESSIONS HOUSE, CLERKENWELL.



Ordered by the House of Commons to be Printed 2nd August 1838.

J. Schoning lith. Bolton Corner

PLAN FOR A NEW STREET
FROM THE
MANSION HOUSE TO SOUTHWARK BR
Opening a communication with
WATLING STREET & St PAULS CHURCH Y
BANK
Mansion House Street
Mansion House Place
George
MANSION HOUSE
Church Yard
St STEPHENS CHURCH
Charlotte Row
St Mildreds Court
St Mildreds Church
POULTRY
CHEAPSIDE
Cannon Street
WALBROOK
Bell Court
Walbrook Bldgs
Bakers Hall
Dowgate Hill
TRAFALGAR
Barge Yard
Court Yard
Grocers Hall Court
BUCKLERSBURY
Old Jewry
Skinners Place
Court Yard
Castle Court
ROW
Church Yard
SISE LANE
PANCRAS LANE
BRIDGE
Cutlers Hall
E. Middle Entr.
St Michaels Tower Royal
Mercers School
Court
Baldwins Court
ST ANTHOLINS CHURCH
TOWER ROYAL
COLLEGE HILL
Ironmonger La.
Church Yard
Thomas Apostle
Church Yard
Mess.rs Magnay & Co.
Church Yard
KING ST.
QUEEN STREET
Well Court
WATLING STREET
Little St.
QUEEN STREET
MAIDEN LANE
THAMES STREET
QUEEN STREET PLACE
SOUTHWARK
Feet 100 90 80 70 60 50 40 30 20 10 0
SCALE
100 200 300 400

PLAN OF NEW STREET

from

LITTLE TOWER STREET to CRUTCHED FRIARS

Opening a communication between

LONDON BRIDGE & WHITECHAPEL,

and the

COMMERCIAL BLACKWALL RAILWAY.

and shewing the proposed New Street from the

CUSTOM HOUSE to GRACECHURCH STREET,

for the Relief of

THAMES STREET & FISH STREET HILL.

ROYAL EXCHANGE
COMHILL
LEADENHALL STREET
INDIA HOUSE
Church
LOMBARD STREET
KING WILLIAM STREET
GRACECHURCH STREET
FENCHURCH STREET
CORNHILL
Birchin Lane
Sherborn Lane
Abchurch Lane
Nicholas Lane
Clements Lane
Philpot Lane
Gracechurch Lane
Lime Street
Billiter Street
Leadenhall Street
St Mary Axe
Crutched Friars
Hart St
Mincing Lane
Great Tower Street
Lower Thames Street
Little Tower Street
Little East Cheap
Arthur Street West
Arthie St East
Fish Street Hill
Pudding Lane
St Mary Hill
Lovat Lane
Dunstans Hill
Monument Yard
Billiter Square
Ironmongers Hall
Burial Ground
WEST INDIA DOCK HOUSE
EXTENSION RECOMMENDED BY MR TITE
COMMERCIAL DEPOT AND LINE ORIGINALLY PROPOSED BY MR JEFFERY RAILWAY
PROPOSED BY MR JEFFERY
NEW STREET
PROPOSED STREET BY MR JEFFERY
COMMERCIAL SALE ROOMS
CORN EXCHANGE
INDIA WAREHOUSE
INDIA WAREHOUSES
WAREHOUSES
TRINITY HOUSE
TRINITY SQUARE
Synagogue
Guild Square
Goodmans Yard
Crescent
CIRCUS
Rosemary
Postern
MOAT
TOWER
FISHMONGERS HALL
LONDON BRIDGE
Billingsgate
CUSTOM HO.
Quay
SCALE
100 50 0 100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 FEET or ¼ of a Mile.

PLAN
OF THE
PARISH OF CHRIST—CHURCH,
MIDDLESEX.

BRICK LANE
QUEEN STREET
KING'S SQUARE
HANBURY'S BREWERY.
PELHAM COURT
PELHAM ST.
MONTAGUE ST.
BOOTH ST.
ROSE & CROWN CT.
HENEAGE STREET
VINE ST.
HOPE STREET
DAVIS B^DGS.
SAWYERS B^DGS.
WILKES STREET
EAGLE STREET
STOREHOUSE
BARBERS Y^D
CHAPEL
PRINCES STREET
RECTORY HOUSE
BURIAL GROUND
UNION COURT
FASHION COURT
THRAWL ST.
GEORGE STREET
ELIZABETH CT.
GREY EAGLE STREET
BLACK JOHN STREET
LANE
NEALES CT.
SCHOOL
DIAMOND COURT
NEW COURT
WOOD STREET
CHURCH STREET
NEATSBY CT.
HARRIET PL.
ROBERTS PL.
HENNINGS CT.
WESTMINSTER HALL CT.
LOWER KT ST.
KEAT STREET
FLOWER AND DEAN STREET
MAGPIE CT.
FACTORY CT.
ROSE LANE
WORTHING ST.
WOOD YARD
INFANT SCHOOL
JEFFERYS CT.
WILKES COURT
CORBETT'S COURT
CROWN COURT
PEARL STREET
BROWNS LANE
LAMB CT.
RED LION COURT
NEW COURT
HENRY QUAKER STREET
CROWN CT.
BLOGGS B^DGS
POPES HEAD CT.
SHIP ALLEY
NEW COURT
VINE PL.
NEW CT.
PROPOSED NEW ROAD
RED LION STREET
IRELAND CT.
FASHION STREET
WHELER ST.
HUDSONS CT.
WHEELER STREET
ROSE COURT
MAIDENHEAD COURT
REEVES B^DGS
ELDER CT.
WHITE HO. CT.
PIG ALLEY
CHAPEL ST.
WHEELER CHAPEL
LAMB STREET
NORTH ST.
SPITALFIELDS
MARKET
SOUTH ST.
EAST ST.
WEST ST.
UNION STREET
CRISPIN STREET
LITTLE PATERNOSTER ROW
DORSET STREET
WHITE ROW
CHAPEL
BUTLER STREET
FREEMAN STREET
PALMER STREET
TILLEY STREET
SHEPHERD STREET
TENTER STREET
BELL CT.
BELL LANE
JEWS FREE SCHOOL
MONTAGUE ST.
COBURG CT.
SHORT STREET
NORTH COURT
WENTWORTH CT.
GOODWINS B^DGS.
EASTMANS COURT
WORTH STREET
DOLPHIN CT.
RAVEN ROW

Jas Kirke & Hansard & Son

661.

Ordered by the House of Commons to be Printed, 2nd Aug. 1858

PLAN OF PROPOSED NEW STREETS IN SOUTHWARK, BY W. HARRISON.

BANK

Royal Exchange

BLACKFRIARS BRIDGE

SOUTHWARK BRIDGE

LONDON BRIDGE

WATERLOO BRIDGE

RIVER THAMES

Tooley Street

TOWER

New Park Street

Stamford Street

Blackfriars Road

Bridge Street

St. Saviour's

Wellington Street

Town Hall

Gravel Lane

Union St.

Charlotte Street

Great Charlotte St.

Poplar Row

York Road

Lambeth Marsh

Bridge Street

St. George's Church

A A A

B

C

D

E

The parts A. A. A. of Union St. are proposed to be widened to the extent of 55 feet

	Yds
The length of the New Street tinted Red is	2223
The length of the Old Street tinted Yellow, with the Alterations & Additions coloured Brown, is	2193

1000 500 0 1000 2000 3000 4000 5000 Feet

¼ ½ ¾ 1 Mile

661. Ordered by the House of Commons to be Printed, Aug.t 2nd 1838.

James & Luke G. Hansard & Sons, Printers.

SCALE OF

1000 900 800 700 600 500 400 300 200 100 0

BOROUGH HIGH STREET

UNION STREET

CROSS STREET

WORCESTER ST

CASTLE STREET

COUNTER

EMANUEL COURT

Livery Stables

ALMSHOUSES
ALMS HOUSES
BURIAL GROUNDS

BOROUGH PARK

THE BOROUGH MARKET

WELLINGTON STREET

YORK ST

CHURCH YARD

ST SAVIOURS CHURCH

CHURCH ST

WINCHESTER STREET

CHILD & KICKERS DISTILLERY

BARCLAY'S BREWERY

BURIAL GROUND

STREET

BARCLAY'S BREWERY

WINCHESTER YARD

BARCLAY'S BREWERY WATER WORKS

NEW

BANK

SOUTHWARK BRIDGE

R

SOUTHWARK BRIDGE ROAD

THE PARK STREET

MINT STREET

HARRIS BIRD C

DUKE STREET

PETER STREET

GILLS MINT STREET

SQUARE STREET

ST LOMBARD ST

WHITE CROSS STREET

LITTLE GUILFORD STREET

NORFOLK STREET

PEPPER ST

UNION STREET

AMERICA ST

NEW STREET

THE GROVE

MESSRS POTTS

VINEGAR MANUFACTORY

GREAT GUILDFORD

EVANS COOPERAGE

MUSTARD MILLS

DUKE STREET

EWERS STREET

CHARLOTTE STRE

WILLIAM STREET

PITT

GEORGE STR

ROBERT ST

CHA

LANE

EDWA

BEAR LANE

GRAVEL LANE

PRICES STREET

GREEN ST

CHURCH

GREEN WALK

JOHN STREET

HOLLAND S

HOPTONS ALMS-HOUSES

CHAPEL

STREET

HOLLAND STREET

WILLOW STREET

SOUTHWARK IMPROVEMENTS.

PLAN SHEWING THE PROPOSED NEW STREETS
FROM THE TOWN HALL IN THE BORO TO WESTMINSTER BRIDGE
CONNECTING THE FIVE BRIDGES.
FROM ST GEORGES CHURCH TO BLACKFRIARS BRIDGE,
FROM TOOLEY ST south side of LONDON BRIDGE to BLACKFRIARS BRIDGE.

1000 feet

LAMBETH MARSH
BRIDGE STREET
WEST BRIDGE
ADDINGTON STREET
TIMBER YARD
ENGINEERS
YORK STREET
DITCH
GRANBY STREET
DARLINGTON STREET
VACANT GROUND
TENEMENTS
BREWERY
HAY MARKET
ROAD
VINE STREET
LITTLE VINE STREET
ROBERT STREET
BUILDING WORKS
SPERM WORKS
YORK
COBURG THEATRE
CHARLOTTE STREET
GREAT
WATERLOO
BRIDGE
CHAPEL
CORNWALL ROAD
WILLIAM STREET
WOOTTEN STREET
JOHN STREET
CHURCH STREET
JANE STREET
WALL
CROSS STREET
WINDMILL STREET
BROAD STREET
HATCH
ROUPEL STREET
CROSS STREET
BROAD
BRITISH-PLATE MANUFACTORY
LAMBETH NEW CHURCH
SURREY CHAPEL
STREET
GREAT SURREY ST
SURREY ST
CHRIST CHURCH
STAMFORD STREET
ROAD
ALBION ST.
WATERLOO BR
SOUTHWARK
MEWS

Feet 100 80 60 40 20 0 100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 ¼ Mile

HOUSES OF PARLIAMENT

WESTMINSTER BRIDGE

PRIVY GARDENS

WHITEHALL STAIRS

SCOTLAND YARD DOCK

HUNGERFORD MARKET

PUBLIC E

OLD QUAY

NEW QUAY

TRANSVERSE SECTION OF

Feet 20 15 10 5 0 20 40 60 80 100 360

OLD QUAY

MUD BANK OPPOSITE THE ADELPHI

NEW QUAY

D

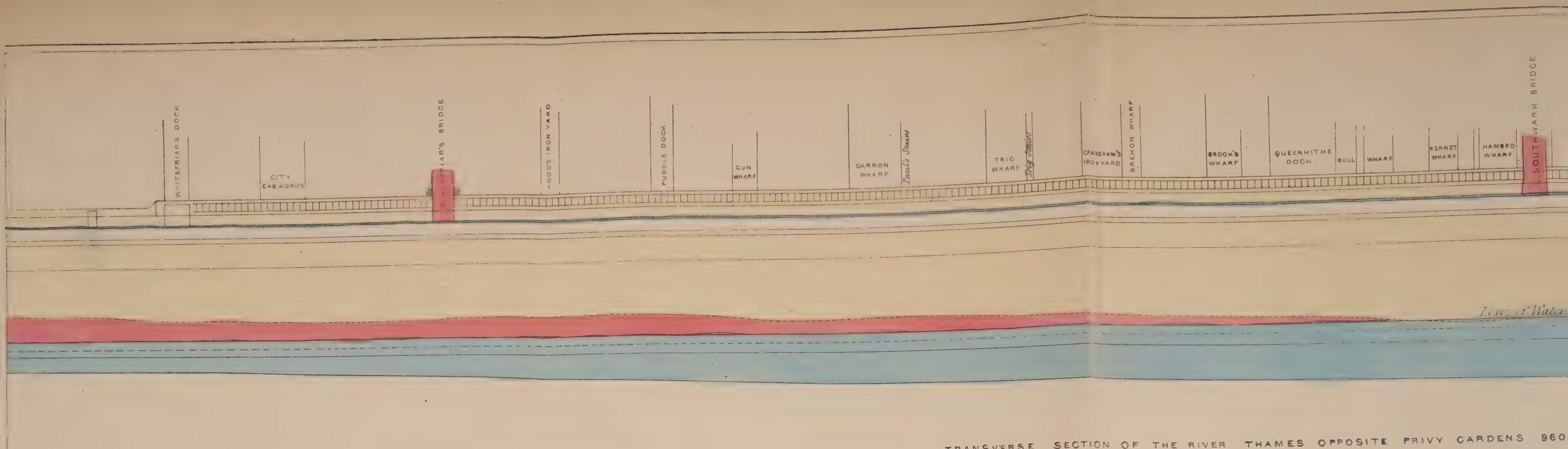
PUBLIC WALK

The Soundings are in feet and inches. Three inches marked. Six inches: Nine inches ...

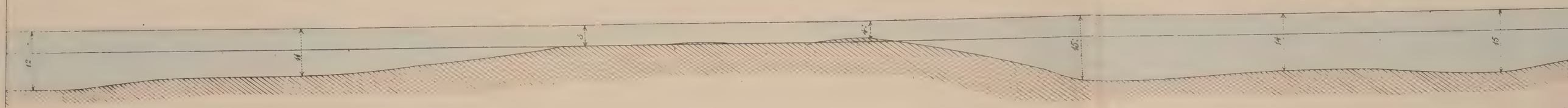
ELEVATION AND LONGITUDINAL SECTION OF PROPOSED IMPROVEMENTS TO THE RIVER THAMES SHEWING THE SITUATION OF WHARFS, DOCKS AND OTHER PROPERTY UPON THE INTENDED LINE.

By JOHN MARTIN.

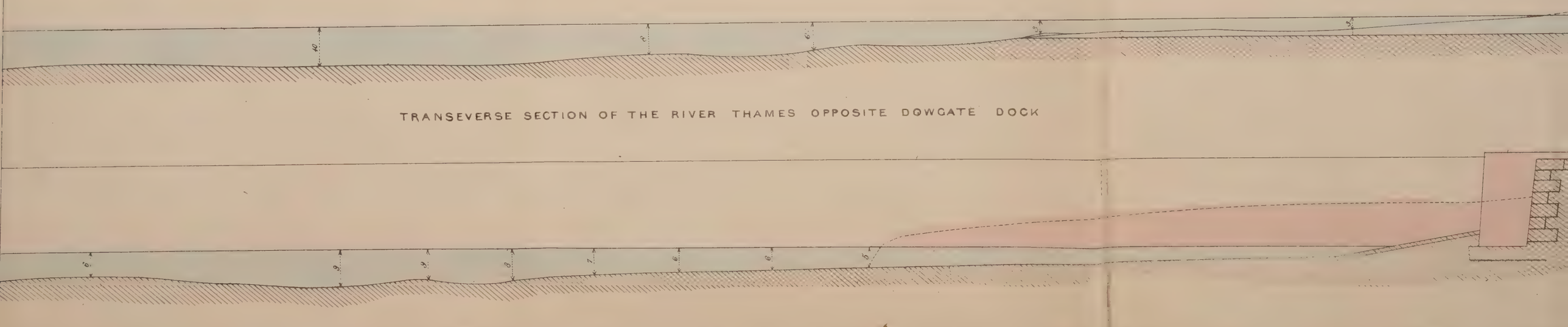
661.
Ordered by the House of Commons to be Printed 2nd August 1838.



TRANSVERSE SECTION OF THE RIVER THAMES OPPOSITE PRIVY GARDENS 960



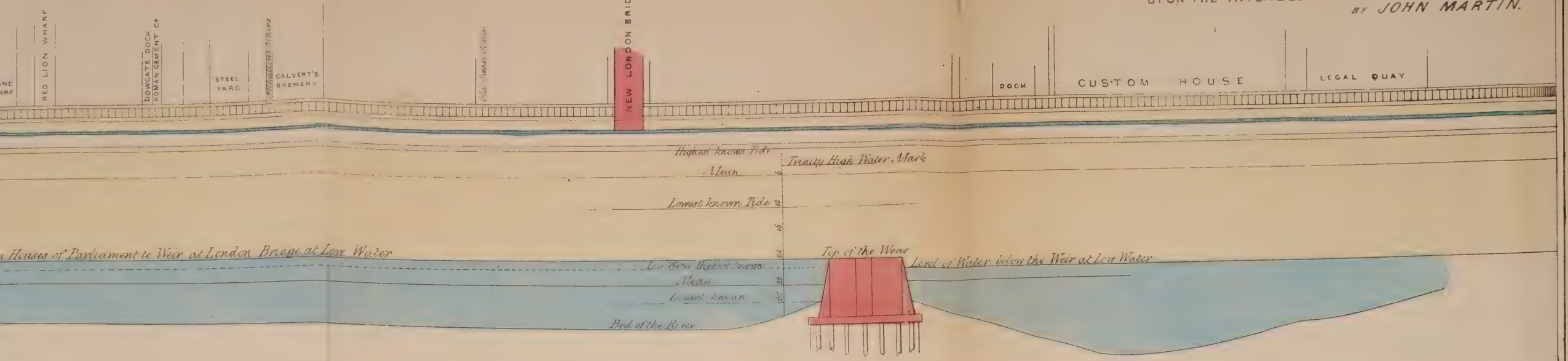
TRANSVERSE SECTION OF THE RIVER



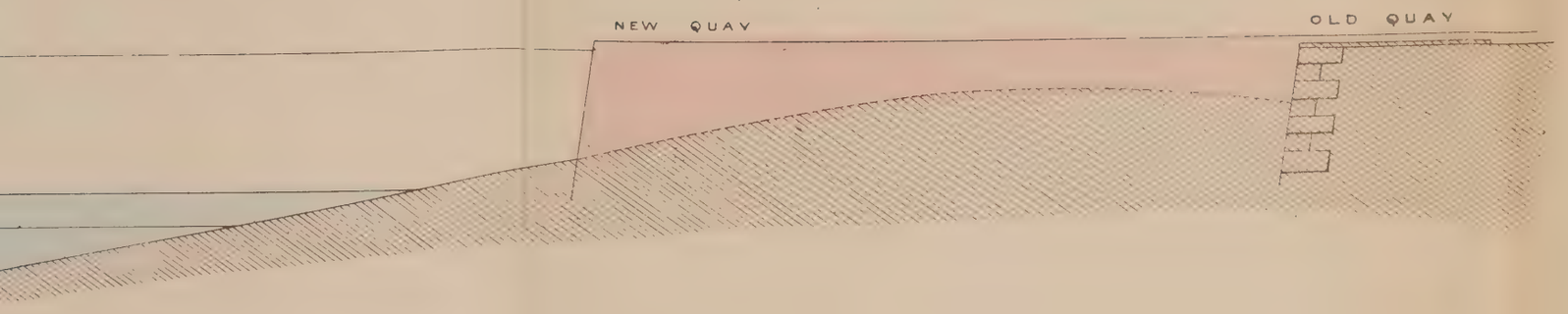
TRANSEVERSE SECTION OF THE RIVER THAMES OPPOSITE DOWGATE DOCK

ELEVATION AND LONGITUDINAL SECTION OF PROPOSED IMPROVEMENTS TO THE RIVER THAMES SHEWING THE SITUATION OF WHARFS, DOCKS AND OTHER PROPERTY UPON THE INTENDED LINE.

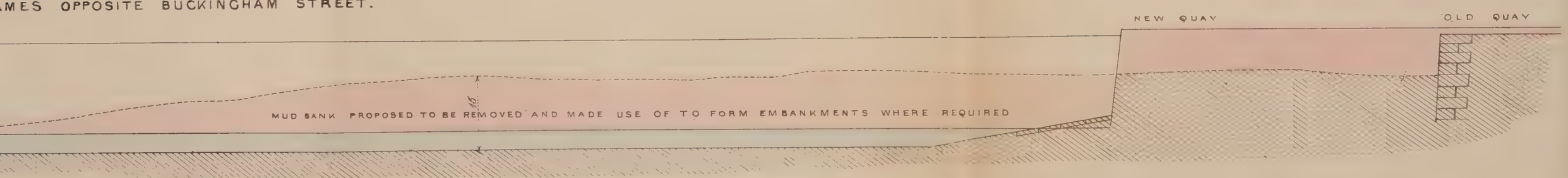
BY JOHN MARTIN.



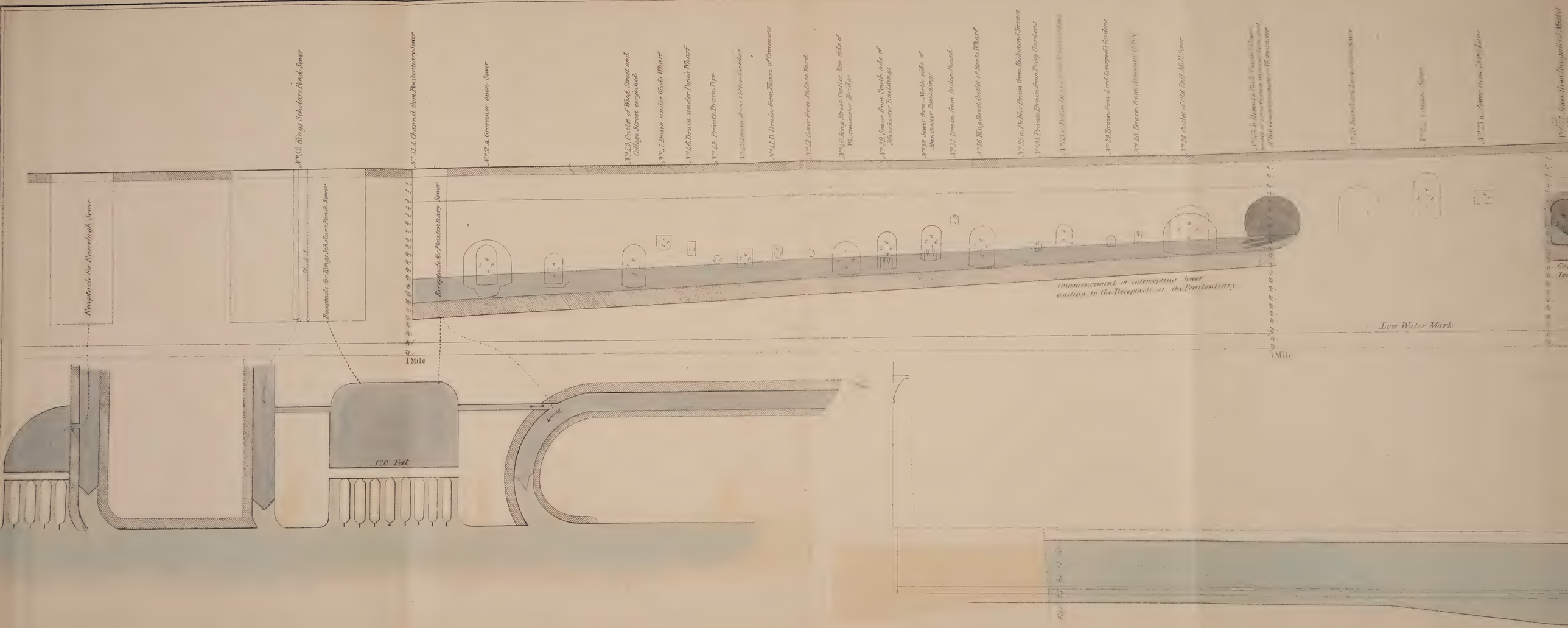
ET BELOW WESTMINSTER BRIDGE



AMES OPPOSITE BUCKINGHAM STREET.



The Soundings are in feet and inches.— Three inches marked. Six inches: Nine inches—


Receptacle for Ranelagh Sewer
Nº52 Kings Scholars Pond Sewer
Receptacle for Kings Scholars Pond Sewer
Nº51 A. Channel from Penitentiary Sewer
Receptacle for Penitentiary Sewer
Nº50 A Grosvenor canal Sewer
Nº49 Outlet of West Street and Cottage Street conjoined
Nº47 Drain under Work Wharf
Nº46 Drain under Pope's Wharf
Nº43 Private Drain Pipe
Nº42 Private Drain from Tenants of Commons
Nº41 D. Drain from Tenants of Commons
Nº41 Sewer from Palace Yard
Nº40 King Street Outlet, Tow side of Westminster Bridge
Nº39 Sewer from South side of Manchester Buildings
Nº38 Sewer from North side of Manchester Buildings
Nº37 Drain from India Board
Nº36 King Street Outlet of Boats Wharf
Nº35 a. Public Drain from Richmond Terrace
Nº35 Private Drain from Privy Gardens
Nº33 a. Public Drain from Admiralty Office
Nº29 Drain from Lord Liverpool's Gardens
Nº28 Drain from Admiralty Office
Nº26 Outlet of Old Pall Mall Sewer
Nº25 b. Branch Pipe Sewer from Great Sewer in Parliament Street to the Commissioners Westminster
Nº25 Parliament Street Sewer
Nº24 Orange Street
Nº23 a. Sewer from Sayes Court
Nº22 Sewer from Sayes Court Market
Commencement of intercepting Sewer leading to the Receptacle at the Penitentiary
Low Water Mark
1 Mile
1 Mile
120 Feet

Part I

LONGITUDINAL SECTION

of the

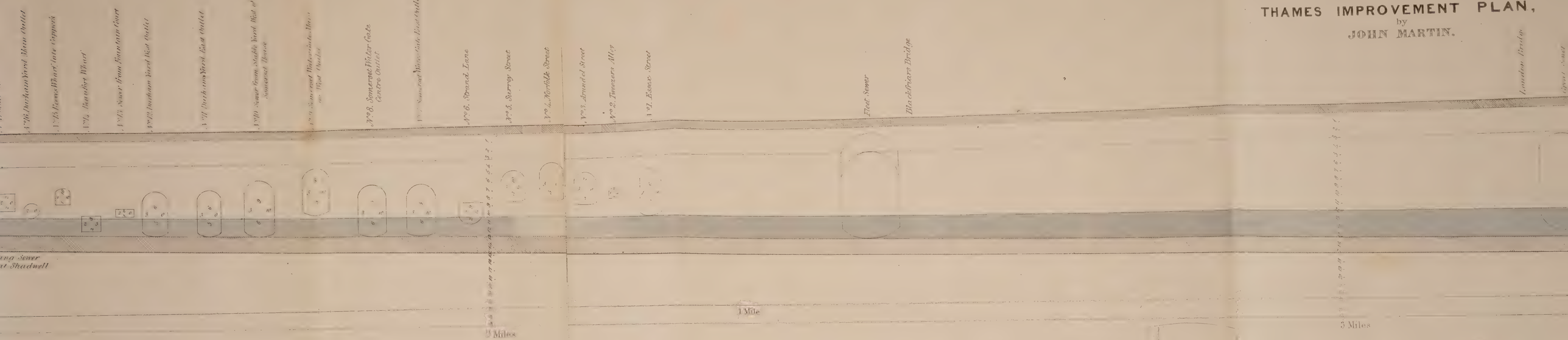
INTERCEPTING SEWER

of the

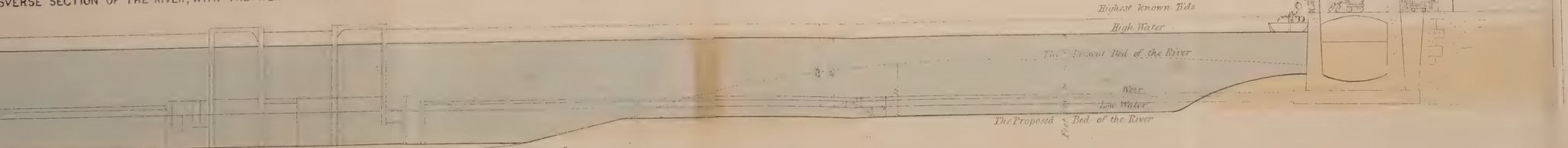
THAMES IMPROVEMENT PLAN,

by

JOHN MARTIN.



VERSE SECTION OF THE RIVER, WITH THE WEIR PROPOSED TO BE FORMED BELOW LONDON BRIDGE.



om the shores to the depth of 21ft. below low water mark and a weir erected 21ft. above that mark, making a difference of 4ft.
over the depth above the Weir would be, 1ft. and the locks would not be required in work more than one hour at low water.

661 Ordered by the House of Commons to be Printed August 23rd

Top of the Sewer Quay

High Water Mark. Jan.y 29.th 1834

Trinity High Water Mark, 1800. under Centre Arch of Westminster Bridge

Highest known Tide 25. 6 at London Dock Wapping Entrance

Receptacle at the termination of the Sewer near Shadwell 100 Feet

Base of the Sewer

Low Water Mark

Lowest known

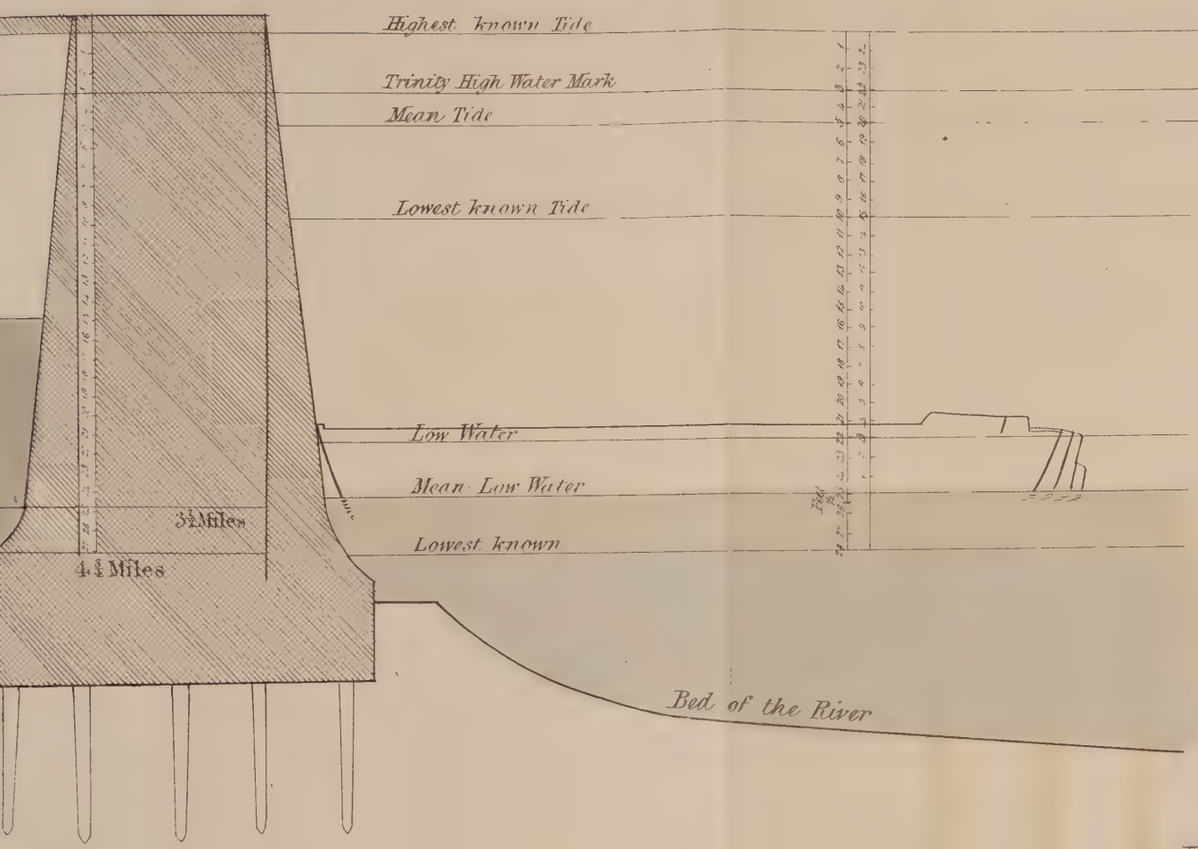
4 Miles

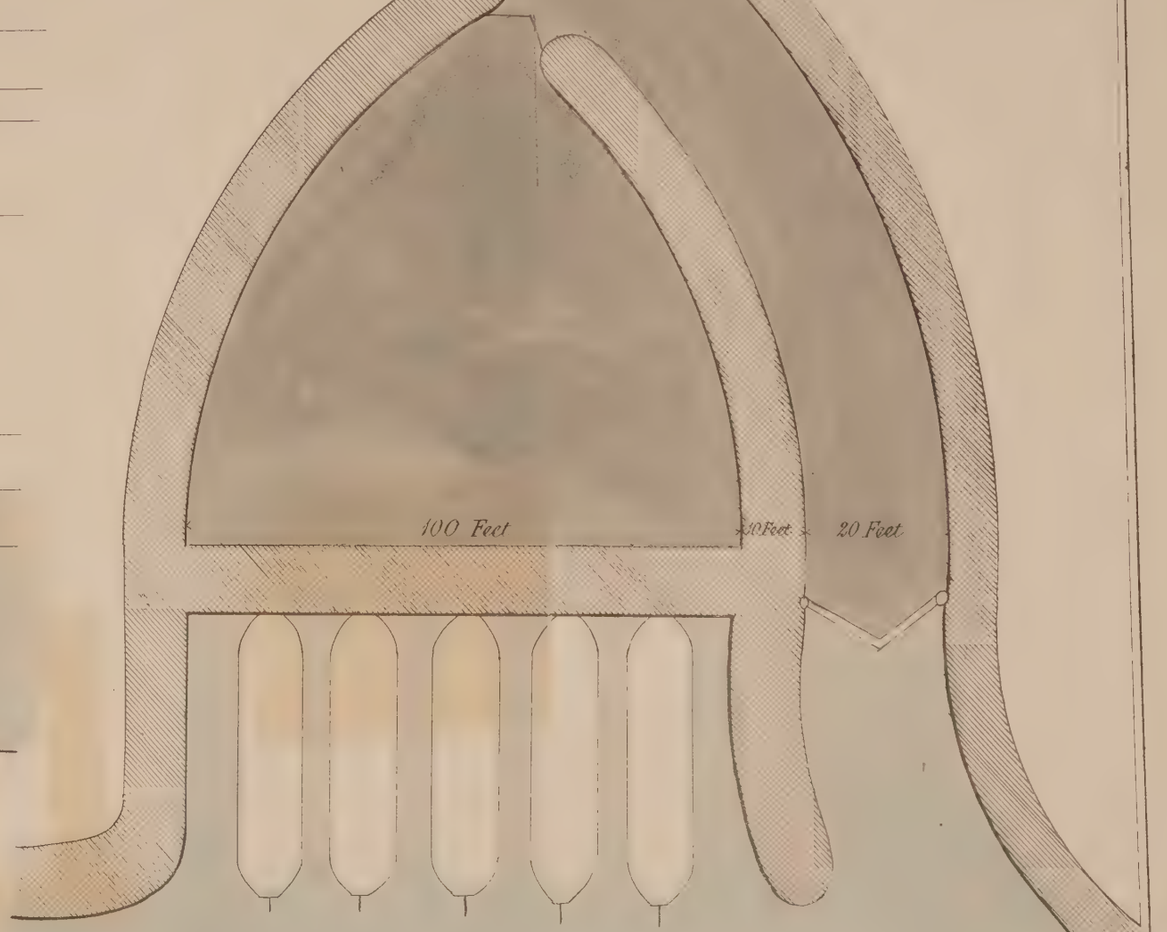
3 Miles

Part 2.

LONGITUDINAL SECTION
of the
INTERCEPTING SEWER
of the
THAMES IMPROVEMENT PLAN,
by
JOHN MARTIN.

THE GROUND PLAN OF THE RECEPTACLE OF THE INTERCEPTING SEWER NEAR SHADWELL





661. Ordered by the House of Commons to be Printed August 2nd 1838.
James & Luke Hansard & Sons Printers

J. Basire lith

Highest known T

Trinity high water

Mean Tide

A *The Old Quay*
B *The Grand Sewer*
C *Roof to Sewer forming the Wharf*
D *Roof to the Wharf or Grand Public Walk*
E *Landing Floor*
F *Mansions, Shops &c &c*
G *End of a Street*
H *Landing Place for Boats*

Lowest known Tid

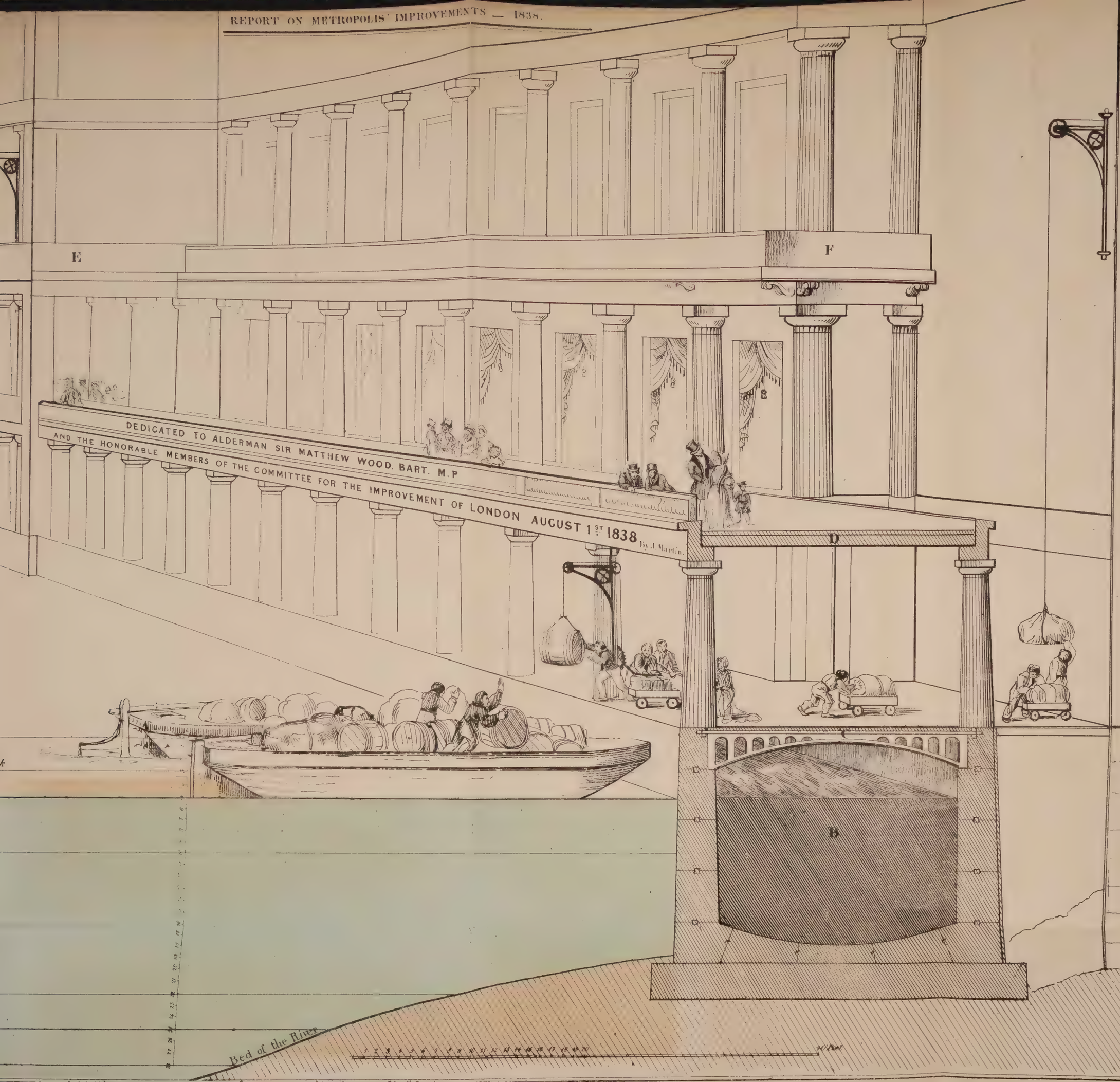
Low Water

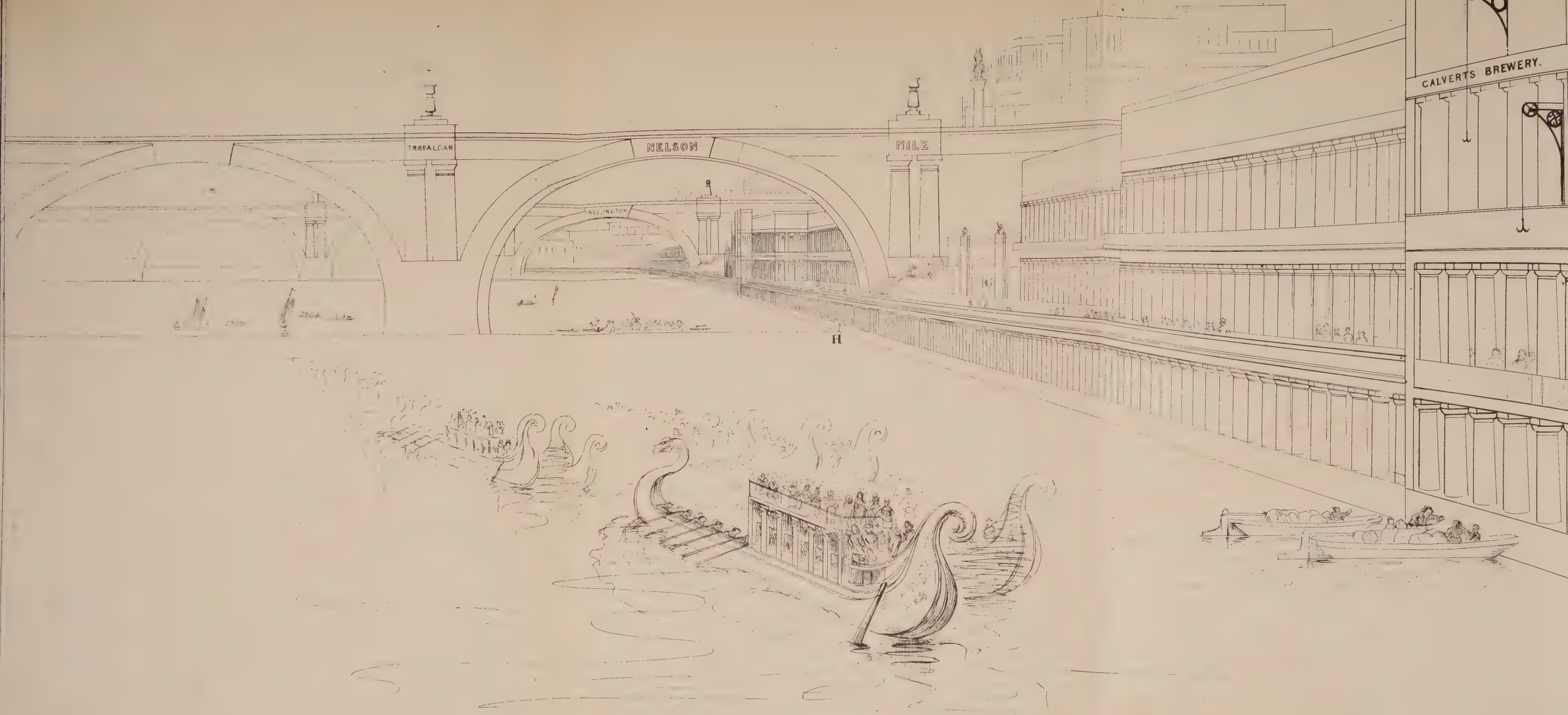
Mean Low Water

Lowest known

PERSPECTIVE VIEW AND ELEVATION OF PROPOSED IMPROVEMENTS TO THE RIVER THAMES WITH SECTION OF GRAND SEWER, WHARFS, PUBLIC WALK, &c. &c.

By John Martin.


E
F
DEDICATED TO ALDERMAN SIR MATTHEW WOOD. BART. M.P
AND THE HONORABLE MEMBERS OF THE COMMITTEE FOR THE IMPROVEMENT OF LONDON AUGUST 1ST 1838 By J. Martin.
D
A
B
Bed of the River



Highest known Tide

Trinity high water Mark

Mean Tide

A *The Old Quay*
B *The Grand Sewer*
C *Roof to Sewer forming the Wharf*
D *Roof to the Wharf or Grand Public Walk*
E *Landing Floor*
F *Mansions, Shops &c &c*
G *End of a Street*
H *Landing Place for Boats*

Lowest known Tide

Low Water

Mean Low Water

Lowest known

PERSPECTIVE VIEW AND ELEVATION OF PROPOSED IMPROVEMENTS TO THE RIVER THAMES WITH SECTION OF GRAND SEWER, WHARFS, PUBLIC WALK, &c. &c.

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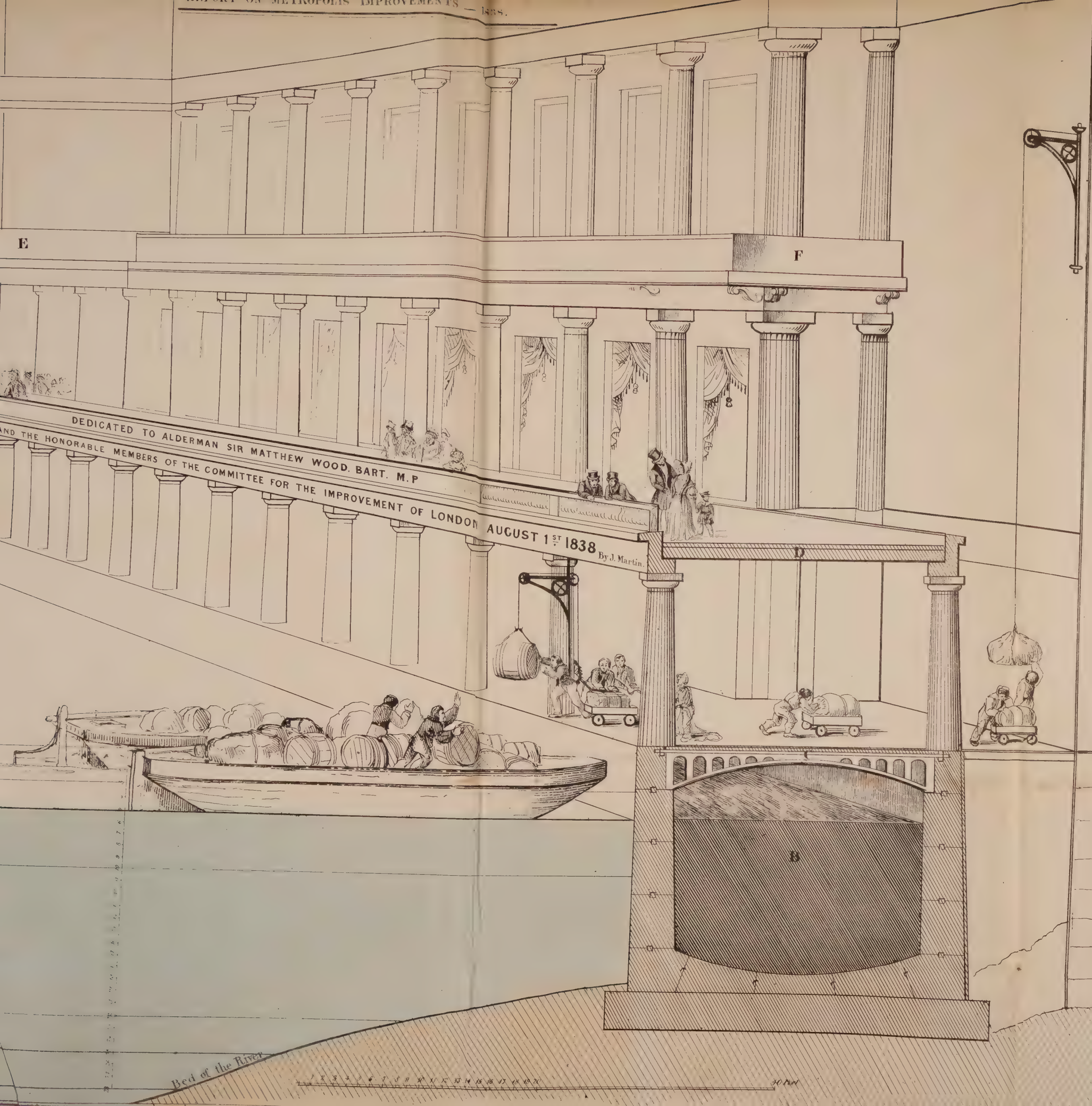
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F
DEDICATED TO ALDERMAN SIR MATTHEW WOOD. BART. M.P
AND THE HONORABLE MEMBERS OF THE COMMITTEE FOR THE IMPROVEMENT OF LONDON AUGUST 1ST 1838 By J. Martin.
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REPORT

FROM THE

SELECT COMMITTEE

ON

RAILROAD COMMUNICATION;

TOGETHER WITH THE

MINUTES OF EVIDENCE,

APPENDIX, AND INDEX.

Ordered, by The House of Commons, *to be Printed,*
28 *March* 1838.

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Lunæ, 27° die Novembris, 1837.

Ordered, THAT a Select Committee be appointed to consider the present State of the Communications by Railroads, so far as it affects the Regularity and Convenience of the Transmission of Letters, and the Post-office in general; to ascertain on what Terms Mails are now conveyed by the Railroads in operation; and what Measures it may be just and expedient to adopt for the purpose of securing to the Public, in future, the benefit of the Conveyance of the Mails by Railroads.

And a Committee was appointed of,—

Mr. Baring.
Mr. Wallace.
Mr. Labouchere.
Lord Viscount Lowther.
Mr. Gillon.
Lord Viscount Sandon.
Mr. Hutton.
Mr. Scholefield.
Mr. Greene.
Lord Seymour.
Mr. Easthope.
Lord Granville Somerset.
Lord Charles Fitzroy.
Sir Robert Ferguson.
Mr. Loch.

Ordered, THAT the Committee have power to send for Persons, Papers, and Records.

Ordered, THAT Five be the Quorum of the Committee.

Mercurii, 28° die Martii, 1838.

Ordered, THAT the Committee have power to report their Opinion, together with the Minutes of Evidence taken before them, to The House.

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REPORT.

THE SELECT COMMITTEE appointed to consider the present State of the Communications by Railroads, so far as it affects the Regularity and Convenience of the Transmission of Letters and the Post Office in general; to ascertain on what Terms Mails are now conveyed by the Railroads in operation; and what Measures it may be just and expedient to adopt for the purpose of securing to the Public, in future, the benefit of the Conveyance of the Mails by Railroads; and who had power to Report their Opinion, together with the Minutes of Evidence taken before them;—— Have considered the Matter to them referred, and agreed to the following RESOLUTIONS:

Resolved,

1. That it appears to this Committee that Companies which are the Proprietors of Railways have it in their power practically to prevent the due transmission of the Correspondence of the Country by the means of the Post-office, as well as to impose upon the Public whatever terms they think fit for its conveyance.

2. That it is expedient that the Legislature should forthwith take steps to ensure the regular and speedy transmission of this Correspondence by means of the Railways which either have been or may hereafter be completed, upon such terms as shall afford to their Proprietors a just and reasonable remuneration under all the circumstances of the case.

3. That although this Committee have been most anxious to discover some general rule by which the Rates of Payment to be made by the Post-office to the Companies for the services required from them shall be determined, yet that they are convinced of the inexpediency of attempting to fix any such rule in the present imperfect state of the Railway Communications of this country, and of the uncertain data which they as yet afford, upon which the necessary calculations can be founded.

4. That this Committee feel the subject to be of such vast importance to the country at large, that they must submit to The House the necessity of the attention of Parliament being constantly directed to it, with the view at the earliest possible period of laying down, by Legislative enactment, some fixed and general principles for the due transmission of the Post-office Correspondence of the country on the Railways.

5. That as the best means of meeting the present difficulties and necessity of the case, this Committee recommends that a Bill should forthwith be submitted to Parliament to compel Railway Companies duly to perform all such services as may be required from them by the Postmaster-general, whether by means of Ordinary or Special Trains; and that if the Post-office and the Companies shall not agree upon the price which is to be paid for its performance, the question of the amount of payment shall be referred to Arbitrators, of which one shall be appointed by each of the contracting parties; and that these two shall name a third, and that their decision shall be final: and that it shall not be lawful for any Company to enact any Bye-law which shall restrain the powers thus conferred upon the Post-office.

6. That it likewise appears to this Committee that it is expedient that a power should be given to the Post-office to run their own engines upon any Railway, with a train containing a limited number of passengers and weight of luggage, if they shall so think fit, without the payment of any Tolls; subject, however, to a payment to be fixed, by arbitration if necessary, for any services and accommodation which may be required from the Company by the Post-office.

28 *March* 1838.

PROCEEDINGS OF THE COMMITTEE.

Mercurii, 29° die Novembris, 1837.

MEMBERS PRESENT.

Sir R. Ferguson.	Mr. Easthope.
Mr. Greene.	Lord Lowther.
Mr. Gillon.	Mr. Wallace.
Mr. Hutton.	Lord Seymour.
Lord Sandon.	Mr. Labouchere.

Martis, 20° die Martii, 1838.

MEMBERS PRESENT.

Mr. Greene.	Mr. F. Baring.
Lord Charles Fitzroy.	Mr. Loch.
Mr. Wallace.	Lord Sandon.
Mr. Hutton.	Mr. Gillon.
Mr. Easthope.	

The Right Hon. H. LABOUCHERE IN THE CHAIR.

Martis, 27° die Martii, 1838.

MEMBERS PRESENT.

Mr. Greene.	Sir Robert Ferguson.
Lord Charles Fitzroy.	Lord Seymour.
Mr. Easthope.	Mr. Loch.
Mr. Gillon.	Mr. Hutton.
Mr. Wallace.	Mr. Baring.

The Right Hon. H. LABOUCHERE IN THE CHAIR.

Motion made (by Mr. *Wallace*), and Question put,

THAT it is the opinion of this Committee, that Railway Companies have obtained Acts of Parliament to take forcibly the lands, houses, pleasure-grounds, and ornamental properties of private persons, solely on the ground of Public Utility.

That, in return for the forcible taking away and violation of private rights, in addition to those already invaded by common roads, Railway Companies held out cheap, expeditious, and easy travelling.

That sanctioning the investment of private capital for obtaining public convenience and commercial prosperity by injuring and taking away private property, *nolens volens*, was based on the declared principle of conferring great benefits on the public, accompanied by moderate profits only to the adventuring parties.

That by the oldest Statutes establishing the conveyance of letters sent by post, the principle is clearly laid down that the mails shall pass toll-free, which has been generally extended to passenger mail-coaches, and is now the law of England.

That this practice all over England accords with the law.

That the exceptions in Ireland are comparatively few, apply to passenger carriages only, and have arisen out of particular circumstances, and local Acts of the Irish Parliament.

That in Scotland mail-carriages without passengers, and horse-posts, invariably pass toll-free, although some mail-coaches pay toll.

That Railways made of iron, like turnpike-roads made of stone, have been constructed at the expense of individuals or communities, and have obtained their rights subject to their being held as public property, and had the privilege of levying tolls conferred by Act of Parliament, precisely similar to Acts for roads of stone or wood.

That mails of all kinds should have a right to pass toll-free on all roads, whether laid with stone, wood, or iron, with or without passengers, to the same extent and in the same manner as is presently recognised by law and usage in England, Scotland, and Ireland, on common roads.

That bestowing exclusive and unnecessary privileges, or sanctioning exorbitant profits to Railway Companies, who have been permitted forcibly to take away the rights, privileges, and property of others, as well as to injure or destroy vested rights without compensation, such as road trusts, inns, coaching establishments, and other vested rights and property, which have been reduced in value, if not destroyed by the introduction of Railways, is unconstitutional, unjust, and should be prevented.

That there are Twenty-two Railway Bills now before Parliament, the contents and progress of which should be anxiously watched over, in order to secure for the People all the advantages which this mode of conveyance would place within their reach if properly guarded by Parliament.

That no Railway Company should have the power of making Bye-laws to affect public interests, or to curtail or take away rights or privileges enjoyed on other public roads, unless subsequently sanctioned by Parliament.

That laws should be enacted to provide against Railway Companies exercising exclusive rights prejudicial to the service of the Post-office or the Public, or exacting extravagant profits unsanctioned by the evidence adduced when seeking Parliamentary interference.

Ayes, 2.	Noes, 8.
Mr. Wallace.	Mr. Baring.
Mr. Gillon.	Lord C. Fitzroy.
	Mr. Greene.
	Mr. Loch.
	Sir Robert Ferguson.
	Lord Seymour.
	Mr. Easthope.
	Mr. Hutton.

Motion made (by the *Chairman*), and Question put,

1. That it is the opinion of this Committee, that it appears to this Committee that Companies which are the Proprietors of Railways have it in their power practically to prevent the due transmission of the Correspondence of the Country by the means of the Post-office, as well as to impose upon the Public whatever terms they think fit for its conveyance.

Ayes, 9.	Noes, 1.
Mr. Baring.	Mr. Easthope.
Lord C. Fitzroy.	
Mr. Greene.	
Mr. Loch.	
Sir Robert Ferguson.	
Lord Seymour.	
Mr. Hutton.	
Mr. Gillon.	
Mr. Wallace.	

Motion made (by the *Chairman*), and

2. *Resolved*, That it is the opinion of this Committee, that it is expedient that the Legislature should forthwith take steps to ensure the regular and speedy transmission of this Correspondence by means of the Railways which either have been or may hereafter be completed, upon such terms as shall afford to their Proprietors a just and reasonable remuneration under all the circumstances of the case.

Motion

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Motion made (by the *Chairman*), and

3. *Resolved*, That it is the opinion of this Committee, that although this Committee have been most anxious to discover some general rule by which the Rates of Payment to be made by the Post-office to the Companies for the services required from them shall be determined, yet that they are convinced of the inexpediency of attempting to fix any such rule in the present imperfect state of the Railway Communications of this country, and of the uncertain data which they as yet afford, upon which the necessary calculations can be founded.

Motion made (by Mr. *Greene*), and

4. *Resolved*, That this Committee feel the subject to be of such vast importance to the country at large, that they must submit to the House the necessity of the attention of Parliament being constantly directed to it, with the view at the earliest possible period of laying down by legislative enactment some fixed and general principles for the due transmission of the Post-office Correspondence of the country on the Railways.

Motion made (by the *Chairman*), and Question proposed,

5. That it is the opinion of this Committee, that as the best means of meeting the present difficulties and necessity of the case, this Committee recommends that a Bill should be forthwith submitted to Parliament to compel Railway Companies duly to perform all such services as may be required from them by the Postmaster-general, whether by means of Ordinary or Special Trains; and that if the Post-office and the Companies shall not agree upon the price which is to be paid for its performance, the question of the amount of payment shall be referred to Arbitrators, of which one shall be appointed by each of the contracting parties; and that these two shall name a third, and that their decision shall be final; and that it shall not be lawful for any Company to enact any Bye-law which shall restrain the powers thus conferred upon the Post-office.

Amendment proposed (by Mr. *Easthope*), after "performance," to insert "or in respect to the time of such performance."

Question put, That those words be there inserted:

Ayes, 1.	Noes, 9.
Mr. Easthope.	Mr. Baring.
	Lord Charles Fitzroy.
	Mr. Greene.
	Mr. Loch.
	Sir Robert Ferguson.
	Lord Seymour.
	Mr. Hutton.
	Mr. Gillon.
	Mr. Wallace.

Another amendment proposed (by Mr. *Gillon*), at the end of the motion to add, "or shall in any way whatever interfere with the public convenience."

Question put, That those words be there added:

Ayes, 1.	Noes, 9.
Mr. Gillon.	Mr. Baring.
	Lord Charles Fitzroy.
	Mr. Greene.
	Mr. Loch.
	Sir Robert Ferguson.
	Lord Seymour.
	Mr. Easthope.
	Mr. Hutton.
	Mr. Wallace.

Resolved, That it is the opinion of this Committee, that as the best means of meeting the present difficulties and necessity of the case, this Committee recommends that a Bill should be forthwith submitted to Parliament to compel Railway Companies duly to perform all such services as may be required from them by the Postmaster-general, whether by means of Ordinary or Special Trains; and that if the Post-office and the Companies shall not agree upon the price which is to be paid for its performance, the question of the amount of payment shall be referred to Arbitrators, of which one shall be appointed by each of the contracting parties; and that these two shall name a third, and that their decision shall be final; and that it shall not be lawful for any Company to enact any Bye-law which shall restrain the powers thus conferred upon the Post-office.

Motion made (by the *Chairman*), and Question put,

6. That it likewise appears to this Committee, that it is expedient that a power should be given to the Post-office to run their own Engines upon any Railway, with a Train containing a limited number of passengers and weight of luggage, if they shall so think fit, without the payment of any Tolls, subject however to a payment to be fixed by arbitration, if necessary, for any services and accommodation which may be required from the Company by the Post-office.

Amendment proposed (by Mr. *Baring*), at the end of the motion to add, "as well as the actual expense incurred by the Company for the use of the Post-office."

Amendment withdrawn.

Question put,

6. That it likewise appears to this Committee, that it is expedient that a power should be given to the Post-office to run their own Engines upon any Railway, with a Train containing a limited number of passengers and weight of luggage, if they shall so think fit, without the payment of any Tolls, subject however to a payment to be fixed by arbitration, if necessary, for any services and accommodation which may be required from the Company by the Post-office.

Ayes, 6.	Noes, 3.
Mr. Baring.	Lord Charles Fitzroy.
Mr. Loch.	Mr. Greene.
Lord Seymour.	Mr. Easthope.
Mr. Hutton.	
Mr. Gillon.	
Mr. Wallace.	

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MINUTES OF EVIDENCE.

Lunæ, 4° *die Decembris*, 1837.

MEMBERS PRESENT.

Sir Robert Ferguson.	Mr. Loch.
Lord Charles Fitzroy.	Viscount Lowther.
Mr. Gillon.	Lord Sandon.
Mr. Greene.	Mr. Scholefield.
Mr. Hutton.	Lord Granville Somerset.
Mr. H. Labouchere.	Mr. Wallace.

THE RIGHT HON. HENRY LABOUCHERE, IN THE CHAIR.

Lieutenant-Colonel *Maberly*, called in; and Examined.

Lieut.-Colonel *Maberly*.

4 December 1837.

1. *Chairman.*] IN your situation of Secretary to the Post-office, has the present system upon which the Post-office communications by means of the railroads is conducted come under your observation?—Yes; we have been placed in unparalleled difficulties, owing to the new system of conveyance by railroads which has sprung up.

2. Have the goodness to state in what those difficulties principally consist?—In point of fact it is a total revolution to the existing Post-office system. The railroads, as at present constituted, have an entire monopoly, as against the Post-office; while the mail-coaches, in most instances unable, as they advance towards completion, to sustain the competition, and eventually unable to sustain the competition at all, though they do partially now, must fail us, leaving us entirely at the mercy of the railroad companies, which seem inclined to exact just what terms they please.

3. Are the Committee to understand that you already find a great difficulty in contracting for the conveyance of the mails by means of mail-coaches along the lines of road that run parallel to the railroads?—It is almost impossible. Three days ago Mr. Horne, the contractor for the Chester mail, came to give me notice that he could no longer continue it. The Bristol and Liverpool mail, which we thought would drop when the railroad originally opened, was continued for a short time, but the contractors, a short time ago, gave me notice they could not continue that. Between Shrewsbury and Liverpool, the surveyor was ordered to put on rides, but before those rides were completed we made an engagement with another party to continue this mail on from Shrewsbury to Liverpool, and the consequence is, that this, for a short time longer, will be continued. But to give the Committee an idea of the difficulties in which we were placed, I may just say, that by the opening of this Birmingham and Liverpool Railroad, we calculated that we should lose seven mails altogether, from the inability of the contractors to continue them. The Committee are aware that the mails are carried so cheaply at present only in consequence of passengers remunerating the contractors; when that remuneration from passengers ceases, as it must do, as everybody prefers the railroad, when opened, as a more speedy and economical conveyance, then there will be no means of carrying the mail, except by the railroad itself. Of those seven mails which we expected to lose, we have been able to maintain two, namely, the Chester, for a time, but which will drop instantly, and the Bristol and Liverpool, which must shortly drop; but the other five we have lost; they cannot continue, to the great inconvenience of the whole of the districts through which they passed.

4. Lord *Granville Somerset.*] Have the goodness to state the mails which have dropped?—The mails we calculated on losing were seven; first, the Bristol and Liverpool; the next was the London and Liverpool; the next was the Birmingham and Liverpool; the next was the Birmingham and Manchester; the next the Knutsford and Manchester; the next the London and Manchester, that is to say,

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the continuation of it from Derby to Manchester, and which perhaps has caused more inconvenience and more complaint through the country than any other mail which has been discontinued; but of those seven we have, as I have said, managed for a time to continue on two.

5. Viscount *Lowther.*] You mentioned the Derby and Manchester mail and the London and Manchester mail; did not the Manchester mail go through Derby?—The London and Manchester mail went through Derby before, and goes through Derby now; but before it was continued on by Leek and Macclesfield to Manchester. When the railroad was opened, the contractors said it would be impossible to maintain that line, and therefore they must throw the traffic into the line by Bakewell and Buxton, upon which a coach ran previously; but they said they could not maintain the Leek and Macclesfield. We had representations from Leek and Macclesfield, and several of the towns in that neighbourhood. I suppose we have had 20 or 30 petitions and memorials to the Postmaster-general or the Treasury to report on. In short, nothing was ever more strongly pressed upon the Post-office than the establishment of that Derby and Manchester mail through Leek and Macclesfield; but on advertising we could get no contractor, and no persons would undertake it at less than 2*s.* a mile, which was far beyond our limit, and we have consequently reported to the Treasury that we could not undertake it.

6. *Chairman.*] What do you understand to be your limit at present?—What we have understood to be our limit is 10*l.* per mile per year; that is the price at which, on the average, we consider our riding work to be performed, and we do not think ourselves justified, without the sanction of the Treasury, in accepting a higher price for mails than we can convey the bags at by horses and men, or by horses and carts. £. 10 per mile per year is about 6½*d.* or 7*d.* a mile.

7. Viscount *Lowther.*] What is the substitute you have adopted for the mail by Macclesfield and Leek?—It will be seen that the whole system is changed, and, of course, with the very greatest inconvenience to the surrounding country. Instead of lines from the Metropolis to those different towns, and passing through those different towns, lines of communication not only with the towns at a distance from the Metropolis, but also affording the internal communication with the several towns themselves on the line, we have been forced to throw everything into the grand trunk of the Manchester and Birmingham Railroad, on which we have taken a great number of communications a day, consequently the communication between those towns is by lateral lines off from the main trunk of the railroad, instead of by lengthened lines as before from the Metropolis.

8. Instead of mail-coach, you have adopted riding work from the nearest point?—Riding work or coach, as it happens; frequently a stage-coach.

9. Do those stage-coaches pay toll?—Two or three months before the railroad was about to be opened, we felt it would be absolutely necessary we should have power in England to employ stage-coaches, and that at the same time they should pay toll, for we felt it a very great hardship on the trustees of roads, if we were about to employ stage-coaches very generally, which we felt we must do for the purpose of lateral communications from the railroads, that they should be deprived of the tolls from the coaches which now traverse them in every direction, and from which, if the tolls were taken off, they would derive no benefit at all; but still, as the mails now pay no toll, we did not feel at liberty to make any arrangement with the stage-coaches without getting a Treasury Order that they should pay toll. We should no doubt have made better terms if they paid no toll.

10. It is imperative by the Act, that where coaches carry letters by the authority of the Post-office, they shall pay no tolls?—So it is; but it is very hard upon the trustees that if they carry letters they should be relieved from the tolls they have been used to pay, without which the roads must suffer. The other day I received a letter, the result of which I do not know at present; we had contracted with the proprietors of a coach to convey letters from Bath, I think, to Devizes; the contract was for 10*l.* a year; I have received a letter from a clerk of the trustees complaining that they have refused to pay toll; the understanding of the surveyor when he made the contract was, that they should pay toll, and I have written a letter to him with directions to settle it.

11. Mr. *Wallace.*] Are the Committee to understand, that the stage-coaches which carry letters are all exempted from paying toll, or that some pay toll and some do not?—In England, by law, any coach carrying letters is exempt from paying toll; in Scotland and in Ireland that is not the case. In England they

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are exempt, except where we insert a provision that they shall pay toll as before, which we have done in many instances; in fact, the system of stage-coaches, I believe, was attempted many years ago by the Post-office; but there were such general remonstrances from the trustees of tolls, that the roads would be ruined by its being done, that there was a direction by the Treasury to the Post-office to discontinue the use of those coaches.

12. *Chairman.*] You stated that the Post-office had great difficulty in making suitable arrangements with the proprietors of the different railroads; has that difficulty arisen mainly from the advance of the price demanded of the Post-office, or from the unwillingness of the railroad companies to make suitable arrangements with regard to them?—I should say from both reasons.

13. Lord *Charles Fitzroy.*] Was it invariably that the contractors for the mail coaches gave up their contracts, or did the Post-office give them notice that on such and such a day their services would be no longer required?—They came to us three or four months before the railroad was opened, and gave us notice, as far as my recollection goes, in most instances; they represented the situation in which they would be placed on the opening of the railroad, and that they must give us notice; and we said, "We feel your situation." (I am speaking of what Lord Lichfield did.) "Our interests are the same; we feel you no longer can carry the mails when the railroad opens, because you will get no passengers, and the consequence is you will cease to carry the mails, unless we pay you an exorbitant price;" perhaps five or six times more than we now pay them; "we will, therefore, allow you to have a running contract, each party having the power of giving notice at the end of two months;" and in that way the thing has been arranged, with the exception of some contracts then settled, which were made for six months certain, to determine after that period at two months' notice; but we made the whole arrangement for as short a time as we could, feeling that there was no difference between us in point of interest.

14. The arrangement with the mail-coach contractor was independently of any communication of the railroad company?—We could have no communication with them till they were able to open; that was about the beginning of May; the line was partially opened, and Mr. Louis and myself went down, and went over the whole of the road, with the exception of about 15 miles; we found it in such a state of completion that we agreed it was safe to commence operations, and that in all probability the time the company had fixed, the 6th of July, would be kept; but it was only on inspection by ourselves that we came to that conclusion.

15. *Chairman.*] In the cases you have mentioned, have you entered into any agreement with the company for the conveyance of the post?—We now employ four railroads, the Dublin and Kingston, the Manchester and Liverpool, the Grand Junction, and the Greenwich.

16. Have you succeeded in making arrangements in the case of all the railroads you have described?—We have made arrangements.

17. Do you consider them satisfactory arrangements?—I do not; I consider that we are nearly in the power of the railroad companies.

18. Do you consider that you are paying extravagant prices for the services performed?—I think so in some cases.

19. What are those prices?—On the Grand Junction at present we are paying a penny per mile for the guard, and three-eighths of a penny per mile per cwt.; the company calculate this at the rate of 24*s.* per single trip for the conveyance of the mail from Liverpool to Manchester. We have eight trips a day, four each way, and it comes on an average to 24*s.* a trip, on their calculation; my own impression is, that it does not amount to so much; I should say not above 1*l.* a trip at the outside, including sealed bags and all; it varies according to the weight carried.

20. This is for the whole line?—This is for the conveyance of the mail from Birmingham to Liverpool and Manchester. Our calculation for that line is about 3,000*l.* a year; the railroad has not been used above four or five months, but I think the last account I called for shows it amounted to about that sum.

21. Do you consider that an unreasonable sum?—No, I do not.

22. Viscount *Lowther.*] What mails do you convey for that?—I can scarcely state that; the bags are so mixed, it is impossible to say; but the weight carried

Lieut.-Colonel *Maberly.*

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from London by the Birmingham mails to Birmingham is about 14 cwt. The whole weight carried on the railroad, on those eight trips, between Birmingham and Liverpool and Manchester, respectively, is about 29 cwt. a day, divided over those trips: but the London mail, which is, of course, the London mail from Birmingham, because the Birmingham mail itself does not go by the railroad, is composed chiefly of the Liverpool bag, the Manchester bag, the intermediate towns on the railway between Birmingham and Warrington, and then of the towns north, Carlisle, Glasgow, and Edinburgh, and a part of the Irish bag, part going by Holyhead.

23. There were five mails discontinued in consequence?—Yes.

24. The probability is, therefore, that the letters carried by those five mails are very much the correspondence that goes by railroad?—Yes, I think so; very much, with the exception of the Scotch correspondence, which now goes principally by the railroad.

25. What saving did the Post-office make by this alteration in the mode of communication?—My impression was, stating it roughly, that we performed about double the work at the railway price, above what we could have done if we had continued the existing mails, so that it was about half the expense at which we should have carried that weight if we had employed mail-coaches instead of railroads; that we must have had so many more mail-coaches in order to carry the weight, to get over the ground with the same speed: that if we had performed the same number of miles by mail-coaches, as we traversed by railroads, we must have paid double the sum we paid for the existing mail-coaches. I wish, however, to guard myself in this first point, as what I have stated is only an impression derived from a rough calculation, made some time ago, when it was supposed that the weight carried would be much greater.

26. Are the Committee to understand, that the amount of letters and other post-office communications has been much greater since the new mode of transmission than heretofore?—The number of letters has certainly been greater, and the number of newspapers.

27. In a great degree, or only trifling?—There has been a great deal of increase, but to what extent I cannot say.

28. Could the Post-office make out that account?—It would be perfectly impossible. I had an account made out of the amount of letters received from Manchester and Liverpool for a certain period this year, over and above what were received by those mails last year, and I think the difference was about 2,000 a year more.

29. When you say that the Post-office has gained about one half by this new mode of communication, do you mean to include all the extra charges and collateral communications to which you have been put?—No; I confine myself to the mere mileage. I wish to be very guarded in this statement, as what I have here given is rather an impression than the result of any accurate calculation; I went into it very roughly.

30. Have you the means of making accurate calculations on this point?—The only way in which the calculation could be made is this: taking the number of miles we now go and the number of miles we formerly travelled, and then seeing how many mail-coaches we should require to carry the weight we now carry on the railroad, and the number of mail-coaches we should have required formerly to carry the same weight.

31. To what increased expense, if any, have you been subjected by using the railroad instead of mail-coaches?—I think the calculation is, that it costs us about 18,000 *l.* a year more; but then it must be recollected that we have given immense accommodation to the country, and therefore it is not a fair comparison as contrasted with the old expenditure.

32. *Chairman.*] Do you speak of the Grand Junction Railway only, or taking into consideration others?—The Grand Junction Railway only, without reference to others, considering the Grand Junction which avails itself of the Manchester and Liverpool as one railroad.

33. Mr. *Hutton.*] Should you consider that that expense would be likely to be a permanent expense, or that it is probably a temporary expense, greater than it would otherwise be, owing to the commencement of lines which would naturally connect themselves with the railway?—I do not think we can calculate on saving any considerable sum, or in fact any sum.

34. *Chairman.*]

34. *Chairman.*] You do not complain of the price at present charged by the Grand Junction Railway?—Not at all.

35. Have you any security against that price being much raised?—I have now before me the conditions which they propose to enter into for the conveyance of the mails. They would not enter into a contract at all, and have now given us notice that the present agreement must cease on the 5th of February next, and that after the 5th of February next the Manchester and Liverpool Railway would enforce their bye-law against travelling on Sunday between the hours of 10 and 4; from Mr. Moss's letter I think it is most probable that the Grand Junction contemplate some regulation similar to this on the part of their own company.

36. Do you know on what terms the Grand Junction Railway Company are willing to contract for any length of time for the conveyance of letters?—I have the terms here, and I think I can shortly state them to the Committee. They have submitted four propositions to us. The first is, that they shall convey the mails, by special trains, under very strong penal restrictions, at 10 *l.* a trip; the second, that they shall convey them by ordinary trains, that is, trains running at the ordinary times for passengers, but still under very strong penal restrictions, at 5 *l.* a trip; thirdly, a proposition that they shall convey them by trains under restrictions, but not so penal as those before mentioned, at 48 *s.* a trip; and lastly, by ordinary trains under no restrictions at all, but entirely at the will and pleasure of the company, at the present price, which I have stated before I calculate at about 20 *s.* a trip.

37. Lord *Granville Somerset.*] Have the goodness to explain what is intended by a trip?—One journey from Birmingham to Liverpool, or to Manchester.

38. One journey of what?—The guard and the mails.

39. The mails of any weight whatsoever?—I conceive of any weight whatsoever. I should state, that on the first proposition they are to give us a carriage which may fill any platform that can be carried on four wheels; on the second proposition, they would give us half a carriage, which would be equivalent to the space occupied by nine passengers; on the third, they would merely give us space for the guard and the bags. Those generally are the conditions which they ask; and what I have recommended the Postmaster-general to adopt is two special trains, as they will not run any night trains except special trains, (therefore the Post-office requiring eventually, when the London and Birmingham Railway is partially opened, two night trains, we must have two special trains to convey the London correspondence to and from London,) and that we should have the other six trains at the present price paid to the Grand Junction, which, as I have stated, is about, on an average, 20 *s.* a trip, taking the whole expense per day. Should the Postmaster-general and the Treasury adopt my proposition, the expense will be 26 *l.*, it being at present about 8 *l.* per day.

40. *Chairman.*] Do you consider that those terms would be extravagant and unreasonable?—I consider them extravagant in two or three points. I am not prepared to say what the price of a special train should be. I take it, it is perfectly at the option of the company, and it must be left to the company to determine at what times it is profitable for them to run their trains for the conveyance of passengers, and it would be a very arbitrary act of the Legislature to say they shall convey the mails and guards at a certain loss to themselves. If, therefore, they find that it is not profitable to run their trains at night, I think they have a perfect right to say they will not run them, and that if the Post-office require the trains to run at times which will not suit their convenience and will not pay them, those trains should be special, and should be paid for at a much higher price than those on other occasions.

41. Mr. *Gillon.*] In those special trains, is it understood the company are to convey any passengers?—The company of course are to convey what they please; I cannot take upon me to say whether the terms for those terms are high or not, inasmuch as I do not know the expense to the company of dispatching a train without passengers, and, consequently, for mail purposes only, between Birmingham and Liverpool and Manchester. They fix their price at 20 *l.* supposing they may have no passengers, but they propose to charge us 10 *l.* even if they have passengers. As it may be impossible to get passengers at night, perhaps these terms may not on the whole be unreasonable; but there were two or three points in the conditions which made me think this was a most unreasonable demand; one point especially, in the negotiation between Mr. Louis and the Company,

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consisted of this, that the grand dispatch, even if it did not go by a night train, but went by a day train, at which time they would have sufficient passengers to remunerate them, should be considered as conveyed by a special train; that the grand London dispatch should be always considered to be conveyed by a special train, even though it was carried at hours profitable to the company, and should still be charged 10 *l.* a trip.

42. At what time of the day would the London dispatch be carried?—The reason I say the conditions were exorbitant is this: notwithstanding they know, or at least ought to know, that after the London and Birmingham Railway is opened, the grand dispatch must always be carried by a night train, still they have inserted in their conditions, that the grand dispatch, by which I take it they mean the heaviest dispatch, even if it is not carried by a night train, and even, therefore, if it does not put them to the expense of a special train, shall be always paid for at the rate of 10 *l.* a trip.

43. As you have stated that the grand dispatch must necessarily go by a night train, what do you conceive their object can be in putting in this condition with regard to the grand dispatch; what can be meant by the grand dispatch?—By the grand dispatch, I read in their condition, the heaviest dispatch, that I conceive must always be the night dispatch from London, on account of the newspapers.

44. Then it would appear to be a dead letter?—Then why insist upon it so strenuously when opposed? Mr. Moss would not give it up, though Mr. Louis told him it would be considered a most exorbitant demand.

45. What practical effect do you consider to result from that condition?—They may consider that, at some time, the morning dispatch, carrying the London newspapers, may be the greatest dispatch, in which case, though carried by a day train, it would be paid for at a high rate; though it may be very profitable to them under that condition, they would still be entitled to that high price for a special train; but for that hope on their part, I do not see the object of it, nor do I know the reason they so struggle for this point.

46. On the adoption of any system of morning mails out of London, this clause might come into effect?—It might; but we contemplate four dispatches a day both ways by the London and Birmingham Railway. Another thing which made me think they were inclined to be exorbitant, and that they asked too high a price, was this, that when they stated it was absolutely necessary they should have 10 *l.* a train for special trains, it was pointed out to them, that if passengers went by those special trains in the same way as they do by the night mails, it might very possibly occur, that instead of those special trains being expensive, they would become remunerating, and that it was only fair, that in case of those trains carrying a great number of passengers, that an account should be kept, and the Post-office should be relieved from this heavy expense of 10 *l.* a train, by such a sum as would still leave them a fair remuneration for the expense of those trains; to this they objected altogether, and they insisted upon being paid 10 *l.* a train whether they carried passengers or not.

47. Mr. *Wallace.*] Have the goodness to state what reason you had for preferring No. 1 at 10 *l.* a train for the public service, to No. 2 at 5 *l.* a train?—The honourable Member will see, that any *special* train is to be charged 10 *l.* a train, the company having said that they would start no trains at night except special trains; and the London dispatch being always within those hours during which they run special trains alone, unless the hour of the dispatch from London was altered from eight o'clock in the evening to an earlier hour, and the hour of receipt in London was altered from half-past six in the morning to a later hour, it would be impossible to carry the letters except by special trains, no others running at the requisite period.

48. The Committee are to understand that there is but one price for a special train?—Just so.

49. Lord *C. Fitzroy.*] The clause you objected to, which the railway company introduced, could have reference only to the time until the whole of the railroad from Birmingham to London is opened?—It becomes inoperative in our minds when the whole is opened. It seems to us it would then be wholly inoperative, but we think there must be some motive for so strongly pressing it.

50. Mr. *Loch.*] It would not be inoperative after your four dispatches from London were perfected, would it?—Yes; for maintaining the London hours as at the

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the present time, our opinion is, that the great dispatches must always be after those hours for which they have fixed the day trains.

51. The other three dispatches you would not send by special trains?—The others would be very trifling in comparison in point of weight.

52. *Chairman.*] For what length of time was it proposed to enter into this contract?—The contract is now in embryo; the Postmaster-general and the Treasury will have to decide whether they shall enter into it. It is proposed for a year.

53. Do you consider it necessary for Post-office purposes that there should be trains upon the railways on Sundays?—If we do not have them as at present, the consequence would be, that the Saturday mail would be delayed arriving in Liverpool two or three hours; and the Sunday mail, which brings in the Monday's letters, would not arrive till two or three hours after the present time; and this further consequence might arise, that if the Manchester and Liverpool give notice that they will not carry passengers on the Sunday, the Grand Junction, in self-defence, also may be obliged, inasmuch as the Manchester and Liverpool line is a feeder to the Grand Junction, to discontinue running trains on the whole of its line between Warrington and Birmingham.

54. Would the additional expense be very great if the proprietors of railways were obliged to convey letters without passengers on Sundays?—I do not believe it is a question of expense; it is entirely a question of religious feeling. I take it that the object is to prevent their own people working on Sundays, their enginemen and the persons who clear the rails.

55. Lord *Sandon.*] The number of persons employed would be much fewer, if it were confined to the conveyance of letters, would it not?—It might or might not; but supposing there must be a man per mile to see that the railroad is clear, there could not be fewer on a Sunday. The enginemen must also be the same, I should imagine, on Sunday as upon another day.

56. *Chairman.*] Are any mails at present conveyed on the railroads on Sundays?—Yes; the Manchester and Liverpool gave the Grand Junction notice that they intended to enforce their bye-law; the Grand Junction represented the circumstance to us; it was discussed; and Lord Lichfield was decidedly of opinion, as I was also, that it was necessary to make a stand against the conditions attempted to be imposed upon us; and the consequence was, that we told the Manchester and Liverpool, through the Grand Junction, that it would be a serious inconvenience to the Post-office; that they were at liberty to take what step they pleased, but that we would not consent to it. They took no step; and at this moment the matter stands in this way, that the Grand Junction have given us notice that on the 5th of February next, their present agreement with us ceases; and, according to the conditions I have just read, that they must enforce the bye-law of the Liverpool and Manchester Company after the 5th of February.

57. In the mean time, however, the mails are conveyed on the Sunday on the railway?—Yes.

58. Are passengers conveyed in the carriages?—I cannot say.

59. Lord *Granville Somerset.*] How many times are they conveyed on the Sunday?—I cannot state exactly the times; we cared very little about the intermediate communication, the difficulty was with respect to the London mail, backwards and forwards; the hours they fixed were between ten and four; the London mail gets, according to our time-bill, into Liverpool at half-past 11, and returns to Warrington about half-past two daily. It would be intercepted in its passage between Liverpool, Manchester and Warrington at those hours, and we must put on stage-coaches, which could ill supply the wants of the Post-office at those places, to fill up the blank between Liverpool, Manchester and Warrington respectively.

60. Are the Committee to understand, that you apprehend that serious inconvenience would be created to the Post-office communications and the country, if the railways were shut up on Sundays?—When the whole line of railway from London to Liverpool is completed, as far as Liverpool and London are concerned, the notice will become inoperative, all the letters getting in before the time to which the prohibition extends; but it is impossible to say whether it would not affect other dispatches to an extraordinary degree; there are other mails besides the London mails, mails between Ireland and Hull, cross mails between Ireland and Liverpool and Liverpool and Hull, the western and eastern coasts, and the western mails from Falmouth and Bristol, which may require to be transmitted in the day;

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of course all the letters passing between the different towns would be stopped. The Scotch communication again, in fact along all long lines it is dangerous to admit the principle; we consequently resisted it *in limine*, feeling it impossible to accede to it generally; we felt it, therefore, necessary to resist this unheard-of proposal.

61. Could not this be met, to a certain degree, by mail-coaches and guards?—It would be quite impossible. How can we fit in conveyances, which go at the rate of 10 miles an hour, with conveyances calculated at 20 miles?

62. Mr. *Wallace.*] That stoppage taking place on one day in the week, if you had to send a mail-coach to do the work that day, which is done in another way the other six days, would not that effectually put a stop to the regularity of the Post-office communications?—I can scarcely calculate the effect of it.

63. Lord *Lowther.*] Assuming an accident to arise between London and Birmingham, and that the mail arrives three or four hours later at Birmingham, so as to overstep the hour, that would preclude the mails being conveyed?—Certainly. The Saturday night's mail is due at Liverpool and Manchester at half-past 11 on the Sunday. If that mail were to stop at Warrington, and were taken by stage-coaches, in all probability two hours would be lost before persons could get their letters. The mail from Liverpool and Manchester starts at half-past two. The coach would take a much longer time in coming to Warrington from Manchester than the train on the railroad; consequently all that time would be lost, and the mail would arrive so much later in London on the Monday morning.

64. Lord *Sandon.*] Unless it left Liverpool at an earlier hour?—Then that would restrict the accommodation which the merchants have of putting in their letters at Liverpool till half-past two.

65. Mr. *Wallace.*] Would not such a step as that disarrange all the arrangements of the Post-office to a great distance; in Scotland and Ireland, for instance?—I think it would disarrange all the arrangements of the Post-office.

66. Mr. *Hutton.*] Do you know whether there is such a bye-law affecting the Grand Junction Line?—I am not aware.

67. Mr. *Gillon.*] Do not you think it is proper for Parliament to provide for the carrying the mails on Sundays, inasmuch as the railway communication will be probably extended to Carlisle and to Scotland; and, of course, if the trains were stopped on the Sunday, there would be a complete stoppage to the train of communication?—If the railroad is ever carried much further than Manchester, the Scotch would lose two mails in a week instead of one; and of course that would affect them considerably.

68. *Chairman.*] Suppose the Post-office should think fit not to accede to the terms proposed to them by the Grand Junction Railway Company, what means have they of providing for the service of the country?—I fear we have none, except posting.

69. That could be done only at an immense expense, owing to all the passengers naturally preferring the railway to the coaches?—It would come to 4*s.* a mile; we must take post-horses; but when the railways are established, there will be no post-horses in many places.

70. Lord *Granville Somerset.*] Are you aware what charges the Grand Junction Company make for passengers and for goods now?—I am not.

71. Do you know what they are allowed to charge by the Act?—I think the Act allows them to take 3*d.* a mile for the passengers; 2*d.* is the sum they charge.

72. Do not you always consider, with regard to contracts for mail-coaches, what are their means of support besides what the Post-office have agreed to give?—We can tell pretty well.

73. Do not you, from your knowledge of horsing a stage-coach or mail-coach, and the number of passengers it is likely to carry, and the remuneration the contractors are likely to receive, determine the rate of mileage you should give?—Latterly the contracts have been put up by public advertisement, and that of itself would give us a sufficient knowledge of the price.

74. Take the Bristol and Liverpool mail; do you pay more or less for that than for other mails?—I forget the difference; but there are means which enable us, generally, to state at what price a mail pays. About 4*l.* per mile per month is, I think, the calculation in the mail coach-office of the sum a mail should give to be remunerating.

75. Should you not be fully acquainted with the real expenses to the mail-coach

coach proprietors, and take into estimation the outlay of money, to enable you to say whether the terms proposed are exorbitant or not?—I have said that; I have said it is impossible for me to judge what is exorbitant or not for a special train; for I am unable to state the expense to the company of a special train.

76. When you made the first arrangement with the Grand Junction Company, was it stated to be an experiment on the part of that company?—They stated it as an experiment; and it was impossible that they should know or that we should know whether it would pay; when we sent them the terms of the contract they sent us a letter stating that they would go on, according to Mr. Louis's letter, for three months; that they would enter into no contract; and after three months they would be able to state the terms on which they would convey the mails. We were perfectly satisfied with that, and thought it only reasonable.

77. Has the Post-office taken any means of ascertaining what their expense would be?—It would be perfectly impossible; we could not inspect their books; we must have known the expense of the engine and the wear and tear, and interest of money, and the number of passengers, and a thousand other things.

78. You did not attempt to ascertain it?—We have too much to do to enter into those matters.

79. *Chairman.*] Are there any other points on which you consider the propositions of the Grand Junction Company exorbitant?—Those I have mentioned were the two points which chiefly struck me as showing a wish on the part of the directors of the Grand Junction Company to have exorbitant terms, insisting that whether the grand dispatch was carried by a night train or not, they should be paid as if it was carried by a night train; the other was, that even if the night train, by the number of passengers it carried, was remunerating, we were still to pay half the expense they calculated the night train would cost them, so that if they got 30*l.* or 40*l.* by a night train which costs them 20*l.*, the Post-office were still to pay them 10*l.* for the use of those night trains. Those two points struck me as evincing a wish on the part of the company to exact exorbitant terms.

80. You state that you think it would be inexpedient for the Post-office to come to an agreement without possessing some power of putting trains on the railway on Sunday, if it should be required for the public service?—I think we should have power of running trains on the Sunday.

81. Mr. *Gillon.*] Would it not enable you to keep up some of the mail-coaches, which suffer from competition with the railway, if the contractors were allowed to carry passengers free of mileage duty?—I very much doubt, if the Government were to take off all the taxes on mail-coaches, whether they could sustain the competition; I am not sufficiently master of the subject to give my opinion upon it, but of course to the extent to which taxation was taken off they would be the better enabled to do it.

82. *Chairman.*] In the present state of the law are you protected against any terms, however high, which may be imposed upon you by a railway company?—Not at all.

83. What is the present state of the law?—My own impression is, that paying the tolls of the railway, which are 3*d.*, I think, for passengers, either the Post-office or any other parties may run carriages on the railroad, paying to the railroad this rate of 3*d.*, and subject to their bye-laws; but I do not consider that any body besides the railroad proprietors themselves could run the carriages, inasmuch as it would be necessary to have a very large number of engines and stations by the side of the railroad to repair them, besides a large establishment along the whole line of railroad, to see that it was clear, and various things of that sort, which would be necessary to carry on an enterprise of that magnitude, so that we should be completely in the hands of the railway proprietors.

84. You consider it a complete monopoly?—I consider it practically a complete monopoly.

85. Can you specify any enactments which would give the public security against unreasonable charges made by the railway companies, and which at the same time would be just and equitable towards the proprietors of railways?—We furnished the Chancellor of the Exchequer with various conditions, which we thought should be the groundwork of a Bill for the regulation of railroads; what the exact nature of those conditions should be I am not prepared to say; we rather pointed them out to the Chancellor of the Exchequer as matters for consideration, and proper to be proposed only after discussion on the subject; but points which he should discuss with the parties themselves, and carry into a law if he should find them just and equitable.

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86. Lord *Granville Somerset.*] Are you aware whether on any railroad any other parties than the company have placed conveyances?—I am not aware of any.

87. *Chairman.*] Will you state to the Committee the conditions to which you have alluded?—These were generally the conditions that we thought we should have; these simply relate to the Post-office, we went no further: "The Postmaster-general to have the power of dispatching mails and guards by any train the railroad proprietors may run. Postmaster-general to be empowered to demand carriages fitted up in such manner as he shall direct, and not less than feet in width, feet in height, and feet in length, such carriages to be furnished by the railway proprietors, or if the Postmaster-general shall prefer having his own carriages, the railway proprietors to furnish a truck perfectly fit in all respects to convey a carriage of the before-mentioned dimensions. The railroad proprietors to be paid per mile if they furnish the carriage, and per mile if they furnish the truck. In cases where a carriage is used, no charge to be made for the clerks or guards conveyed by it, or mail-bags which may be sent by that train." We propose, if we can, to have a carriage which may be a moveable post-office, in which to sort the letters, therefore that clause was introduced. "No duty to be paid for clerks or guards in the Post-office service conveyed by railroad;" that is, no duty to Government. "In those cases where a carriage shall not be demanded by the Postmaster-general, the bags and guards to be conveyed at the rate of per double mile, provided the bags shall not weigh more than 2 cwt., when they shall pay at the rate of three-eighths of a penny per mile per cwt.; if a second guard carried, to be conveyed at the rate of per mile. If any accident should take place, the railroad proprietors to afford every facility for forwarding the mail, and to permit the Postmaster-general and his men to employ horses, and to furnish him, if necessary, with trucks to forward the bags. Railroad proprietors to conform to the regulations made by the Postmaster-general for taking up and leaving the mail-bags. The Postmaster-general to be furnished with a room at the company's offices at a rent to be named, or power to be given to the Postmaster-general to take ground for the erection of suitable offices on payment of a sum to be assessed by a jury in case of difference. Railway proprietors to furnish the Postmaster-general with weighing machines and weights, or power given to the Postmaster-general to put up his own. Penalty of 500 *l.* for each refusal to comply with the provisions of the Act." There were some further conditions: "Conveyance of mails on Sunday, to convey the mails at least twice a day if required, or allow the Postmaster-general to use the road with his own engines or horses if necessary." We thought it was not fair to compel them to run trains at hours when the trains would not pay them, but that if they found it profitable to run trains they should be forced to carry the Post-office bags and guards at those times at a certain price.

88. There is no reference to the Post-office fixing the time in your scheme?—No; we did not say anything about the alteration of times, which is a very important point; if the railway proprietors contend for their right to alter the time as they choose, it is necessary, the Post-office should have notice of those alterations, for our arrangements would take two or three months to complete, and the whole service might be deranged for two or three months before we had time to make fresh arrangements. I should mention one very important document I discovered four or five days ago. The Duke of Richmond intended to introduce a clause in those Railway Bills at the time they were passing, and he drew up a paper, which was found in the office, owing to a conversation which took place the other day between the Duke of Richmond and Lord Lichfield. Perhaps the Committee will allow me to read the clause which it was the intention of the Duke of Richmond to propose, and which he did not propose only in consequence of the agreement with the agents of the parties, which is referred to in a minute in this paper. This refers to the Grand Junction, and the London and Birmingham: "And be it enacted, that the said Company shall in or upon the carriages used or employed by them, and moved or propelled upon the said railway by locomotive engines or other moving power, carry and convey all such mails and bags of letters as His Majesty's Postmaster-general for the time being, or any of his deputies or agents, shall from time to time require, in such place of security, and under all such regulations as the Postmaster-general for the time being shall from time to time declare, direct, and appoint; and shall also receive, take up, carry, and convey guards, or other persons in or upon such carriages, in the care or charge of such mails or bags of letters, and shall receive, take up, deliver, and leave any such mails or bags of letters and guards,

guards, or other persons in charge or care thereof, at such place and places as the Postmaster-general for the time being shall direct or appoint; for which services so to be performed the said Company shall be entitled to demand and receive of the Postmaster-general a sum not exceeding the fare of one passenger for the distance which each guard or other person in the care or charge of the mails shall be conveyed. And if the said Company, or any of their officers, servants, or agents shall refuse or neglect to carry or convey all and every such mails or bags of letters as the Postmaster-general for the time being, or any of his deputies or agents, shall from time to time require, or shall refuse or neglect to receive, take up, deliver, and leave any such mails or bags of letters and guards, or other persons in care or charge thereof, at such place and places as the Postmaster-general shall from time to time direct or appoint, or shall not obey, observe, and perform all such directions, rules, and regulations respecting the same, as the Postmaster-general for the time being shall declare or appoint, the said Company shall for every such offence forfeit and pay the sum of *l.*, to be recovered in a summary way, by the order and adjudication of one or more justice or justices of the peace, on complaint to him or them for that purpose made, in the same manner as other penalties and forfeitures (for the recovery whereof no special directions are given) are by this Act directed to be recovered, one-half of which sum of *l.*, as often as the same shall be recovered, shall be paid to the informer, and the other half to the vestry-clerk, or other proper officer of the parish or place where such offence shall be committed, for the benefit of the poor of such parish or place." This clause, therefore, is to the effect that the mail and guard shall be conveyed at whatever the railway company charges for the carriage of one passenger, which is, I believe, about 2*d.* per mile at present. Upon this I find this minute of the Duke of Richmond: "His Grace having had a communication with the agents and solicitors for the London and Birmingham and Grand Junction Railway Bills, has consented not to press the introduction of this clause, lest it should endanger the Bills with the House of Commons, on the distinct pledge that so soon as the Bills are passed the respective companies shall enter into an agreement, under their corporate seals, for a future contract, to the full intent and meaning of this clause, and that they shall bind themselves not to oppose any future general Bill for making the provisions of this clause applicable to all railways. 29th April 1833. (signed) *Richmond.*" This I was perfectly unaware of till three or four days ago.

89. Mr. *Hutton.*] Can you state to the Committee how much the proposed charge would exceed, if it does exceed, that proposal in the minute of the Duke of Richmond?—Three pence a mile would be nearly our charge.

90. *Chairman.*] Do you conceive that if the provision embodied in the paper you have just read were enacted and made applicable to all railroads that would meet the difficulties of the case?—It does in point of fact: "That the said Company shall in or upon the carriages used or employed by them, and moved or propelled upon the said railway by locomotive engines, or other moving power, carry or convey all such mails or bags of letters as the Postmaster-general for the time being, or any of his deputies or agents, shall from time to time require." We have only to send down the guard with the bag, and require them to convey it.

91. Do you conceive that clause would enable the Postmaster-general to oblige the railway company to start a train at any hour he might think fit, on paying the same price as he would do if he availed himself of a train which started at the usual hour?—That appears to me to give every power, certainly, in spirit, though it may not in letter.

92. If there is any doubt in the clause you have read with regard to the power it gives to the Postmaster-general to oblige the companies to start special trains for the service of the Post-office, do you not think it is desirable, in case of any legislative enactment being introduced, that that power should be given?—I think if the railroad proprietors find it unnecessary to run special trains, and would not run special trains for their own purposes, it is only fair the public should have the power to run special trains, at the same time paying a reasonable price for such trains.

93. Does not it appear to you but fair that those special trains should be paid for at higher prices?—Yes, until they become remunerating to the company; but they require that, if even they have become remunerating, we should still pay the higher terms.

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94. Lord *Lowther.*] Since the Post-office have sent the mails by the Grand Junction Railway, have the deliveries by the railway been regular?—Most irregular.

95. Have you any statement to show the nature of the irregularity created by sending the letter-bags by the railways?—Some time ago, when Mr. Louis was away, I ordered the chief clerk of the mail-coach office to make out a return of the irregularities of the mail-coach conveyance during the last month. This is a return of the Manchester and Birmingham, and the other of the Manchester and Liverpool.

[*The same was delivered in and read, as follows:*]

— No. 1. —

	First Dispatch.						Second Dispatch.					
	Birmingham.		Liverpool.		Time		Birmingham.		Liverpool.		Time	
Date.	Proper Time of Dispatch, 7. A.M.		Proper Time of Arrival, 11. 30. A.M.		Lost.	CAUSE.	Proper Time of Dispatch, 11. 30. A.M.		Proper Time of Arrival, 4. P.M.		Lost.	CAUSE.
Nov.	H.	M.	H.	M.	H. M.		H.	M.	H.	M.	H. M.	
1	7	10	11	25	within.		11	30	4	30	– 30	- - one of the bolts of engine broke.
2	7	10	11	35			11	30	4	20	– 20	weak engine.
3	7	15	11	35			11	30	4	22	– 22	ditto.
4	7	10	11	25			11	30	4	10	– 10	no report.
5	7	15	12	55	1 10	no report.	11	30	4	2	– 2	ditto.
6	7	10	11	30	within.		11	30	4	–	exact.	
7	7	5	12	50	1 15	- - engine failed for want of water.	11	30	4	25	– 25	
8	7	5	11	30	within.		11	30	3	35	within.	
9	7	10	11	35			11	30	4	10	– 10	
10	7	5	11	30			11	30	4	5	– 5	
11	7	5	11	55	– 20	no report.	11	30	4	10	– 10	
12	7	5	12	35	1 –	ditto.	11	30	4	25	– 25	strong head wind.
13	7	10	11	40			11	30	4	–	exact.	
14	7	10	11	40			11	30	4	–	do.	
15	7	5	12	–	– 25	- ditto.	11	30	4	–	do.	
16	7	5	11	18	within.		11	30	3	45	within.	
17	7	10	1	–	1 20	rails slippery from frost.	11	30	4	24	– 24	rails slippery from frost.
18	7	5	11	45	– 10	no report.	11	30	5	15	1 15	heavy train and rails slippery.
19	7	20	12	25	– 35	ditto.	11	30	4	45	– 45	- - axle of engine broke near Liverpool.
20	7	10	11	28	within.		11	30	4	–	exact.	
21	7	20	12	23	– 33	ditto.	11	30	4	55	– 55	strong head-wind.
22	7	15	11	10	within.		11	30	4	30	– 30	weak engine.
23	7	10	11	45	– 5	ditto.	11	30	4	8	– 8	
24	7	10	11	50	– 10	ditto.	11	30	4	10	– 10	
25	7	10	12	10	– 30	ditto.	11	30	4	10	– 10	
26	7	22	11	40	within.		11	30	6	15	2 15	engine broke near Hartford.
27	7	10	1	–	1 20	ditto.	11	30	4	15	– 15	
28	7	10	11	55	– 15	ditto.	11	30	4	45	– 45	rails slippery and wind high.
29	7	–	12	–	– 30	ditto.	11	30	5	8	1 8	heavy train and weak engine.
30	7	20	11	30			11	30	4	5	– 5	

	Third Dispatch.						Fourth Dispatch.					
	Birmingham.		Liverpool.		Time		Birmingham.		Liverpool.		Time	
Date.	Proper Time of Dispatch, 2. 30. P.M.		Proper Time of Arrival, 7 P.M.		Lost.	CAUSE.	Proper Time of Dispatch, 7. P.M.		Proper Time of Arrival, 11. 30. P.M.		Lost.	CAUSE.
Nov.	H.	M.	H.	M.	H. M.		H.	M.	H.	M.	H. M.	
1	2	30	7	25	– 25	no report.	7	–	11	30		
2	2	30	6	50	within.		7	–	11	35	– 5	no report.
3	2	30	7	25	– 25	ditto.	7	–	11	30		
4	2	30	7	–	exact.		7	–	11	30		
5	2	30	7	10	– 10	ditto.	7	–	11	15	within.	
6	2	30	7	30	– 30	ditto.	7	–	11	30		
7	2	30	6	55	within.		7	–	11	40	– 10	ditto.
8	2	30	7	–	exact.		7	–	11	50	– 20	
9	2	30	7	20	– 20	ditto.	7	–	12	20	– 50	
10	2	30	7	30	– 30	ditto.	7	–	11	30		

THIRD DISPATCH—*continued.*

Date.	Birmingham. Proper Time of Dispatch, 2. 30. P.M.		Liverpool. Proper Time of Arrival, 7. P.M.		Time Lost.	CAUSE.
Nov.	H.	M.	H.	M.	H. M.	
11	2	30	7	40	– 40	no report.
12	2	30	7	5	– 5	ditto.
13	2	30	7	5	– 5	ditto.
14	2	30	7	5	– 5	ditto.
15	2	30	7	20	– 20	ditto.
16	2	30	8	–	1 –	- - accident with engine on the line.
17	2	30	7	20	– 20	no report.
18	2	30	7	–	exact.	
19	2	30	7	5	– 5	no report.
20	2	30	7	10	– 10	ditto.
21	2	30	7	55	– 55	strong head-wind.
22	2	30	7	5	– 5	no report.
23	2	30	6	40	within.	
24	2	30	7	–	exact.	
25	2	30	7	20	– 20	heavy train.
26	2	30	8	45	1 45	bad engine.
27	2	30	6	40	within.	
28	2	30	7	5	– 5	
29	2	30	6	55	within.	
30	2	30	7	–	exact.	

FOURTH DISPATCH—*continued.*

Date.	Birmingham. Proper Time of Dispatch, 7. P.M.		Liverpool. Proper Time of Arrival, 11. 30. P.M.		Time Lost.	CAUSE.
Nov.	H.	M.	H.	M.	H. M.	
11	7	–	12	20	– 50	engine out of order.
12	7	–	11	50	– 20	
13	7	–	11	35	– 5	
14	7	–	11	45	– 15	
15	7	–	11	15	within.	
16	7	–	11	15	do.	
17	7	–	12	–	– 30	rails slippery from frost.
18	7	–	10	50	within.	
19	7	–	12	5	– 35	slow engine.
20	7	–	11	20	within.	
21	7	–	11	50	– 45	no report.
22	7	–	11	35	– 5	
23	7	–	12	10	– 40	engine broke near Stafford.
24	7	–	10	55	within.	
25	7	–	10	50	do.	
26	7	–	12	10	– 40	slow engine, rails slippery.
27	7	–	11	40	– 10	no report.
28	7	10	11	40	exact.	
29	7	–	10	45	within.	
30	7	–	11	30		

FIRST DISPATCH.

Date.	Liverpool. Proper Time of Dispatch, 6. 30. A.M.		Birmingham. Proper Time of Arrival, 11. 5. A.M.		Time Lost.	CAUSE.
Nov.	H.	M.	H.	M.	H. M.	
1	6	30	11	45	– 40	no report.
2	6	30	11	55	– 50	ditto.
3	6	30	11	20	– 15	ditto.
4	6	30	11	15	– 10	ditto.
5	6	30	12	20	1 15	heavy train caused delay.
6	6	30	11	45	– 40	no report.
7	6	30	12	50	1 45	heavy train.
8	6	30	11	45	– 40	no report.
9	6	30	12	25	1 20	ditto.
10	6	30	11	30	– 25	ditto.
11	6	30	11	5	exact.	
12	6	30	12	10	1 5	ditto.
13	6	30	11	40	– 35	ditto.
14	6	30	11	5	exact.	
15	6	30	11	25	– 20	ditto.
16	6	30	11	30	– 25	ditto.
17	6	30	12	–	– 55	weak engine.
18	6	30	11	40	– 35	heavy train.
19	6	40	11	30	– 15	no report.
20	6	30	11	40	– 35	weak engine.
21	6	30	11	45	– 40	rails slippery from frost.
22	6	30	12	–	– 55	- - part of the train got off the line.
23	6	30	11	35	– 30	strong head wind.
24	6	30	11	25	– 20	weak engine.
25	6	30	11	45	– 40	sharp frost, rails slippery.
26	6	30	12	45	1 40	bad engine.
27	6	30	11	5	exact.	
28	6	30	11	15	– 10	no report.
29	6	30	11	40	– 35	slight fall of snow.
30	6	30	11	30	– 25	- - Manchester train not up at Warrington.

SECOND DISPATCH.

Date.	Liverpool. Proper Time of Dispatch, 11. 30. A.M.		Birmingham. Proper Time of Arrival, 4. 5. P.M.		Time Lost.	CAUSE.
Nov.	H.	M.	H.	M.	H. M.	
1	11	30	4	25	– 20	no report.
2	11	30	4	50	– 45	slow engine.
3	11	30	5	25	1 20	- - heavy train and weak engine.
4	11	30	5	30	1 25	- - engine on the line at Stafford.
5	11	30	4	15	– 10	no report.
6	11	30	4	30	– 25	bad engine.
7	11	35	5	5	– 55	heavy train.
8	11	35	5	30	1 20	ditto.
9	11	35	5	10	1 –	slow engine.
10	11	35	5	30	1 20	axletree of engine broke.
11	11	35	4	55	– 45	heavy train.
12	11	30	4	40	– 35	no report.
13	11	35	5	5	– 55	heavy train.
14	11	30	4	55	– 50	ditto.
15	11	30	4	15	– 10	no report.
16	11	30	4	20	– 15	- - time lost waiting for Manchester train at Warrington.
17	11	30	4	45	– 40	- - heavy train and rails slippery.
18	11	30	4	5	exact.	
19	11	30	5	5	1 –	slow engine.
20	11	30	5	–	– 55	rails slippery from frost.
21	11	30	4	5	exact.	
22	11	30	6	15	2 10	engine broke at Whitmore.
23	11	30	4	40	– 35	slow engine.
24	11	30	4	10	– 5	no report.
25	11	30	3	55	within.	
26	11	30	5	–	– 55	slow engine.
27	11	30	4	40	– 35	- - detained at Warrington for Manchester train.
28	11	30	5	15	1 10	- - heavy train, engine out of order.
29	11	30	3	55	within.	
30	11	30	4	30	– 25	heavy train.

(*continued*)

Third Dispatch.							Fourth Dispatch.					
Date.	Liverpool. Proper Time of Dispatch, 2. 30. P. M.		Birmingham. Proper Time of Arrival, 7. 5. P. M.		Time Lost.	CAUSE.	Liverpool. Proper Time of Dispatch, 6. 30. P. M.		Birmingham. Proper Time of Arrival, 11. 5. P. M.		Time Lost.	CAUSE.
Nov.	H.	M.	H.	M.	H. M.		H.	M.	H.	M.	H. M.	
1	2	50	7	24	within.		6	30	10	35	within.	
2	2	50	7	30	– 5	no report.	6	35	11	45	– 35	weak engine.
3	2	35	8	5	– 55	ditto.	6	30	1 10 a.m.		2 5	bolt broken in the engine.
4	2	50	7	35	– 10	ditto.	6	35	4 25 a.m.		5 15	- - axle of engine broke near Stafford.
5	2	50	7	25	exact.		6	40	11	20	– 15	no report.
6	2	50	7	35	– 10	ditto.	6	35	10	50	within.	
7	2	50	8	22	– 57	ditto.	6	30	11	–		
8	2	50	7	40	– 15	ditto.	6	35	11	5		
9	2	50	7	40	– 15	ditto.	6	35	11	20	– 10	weak engine.
10	2	50	7	35	– 10	ditto.	6	30	12	10	1 5	- - axle of engine broke near Whitmore.
11	2	50	8	5	– 40	ditto.	6	35	11	15	– 5	
12	2	35	8	50	1 40	ditto.	6	40	11	25	– 10	engine weak.
13	2	55	8	10	– 40	ditto.	6	30	11	25	– 20	- - engine had to be repaired at Stafford.
14	2	50	8	–	– 35	ditto.	6	35	11	–	within.	
15	2	50	7	35	– 10	ditto.	6	30	11	–		
16	2	50	7	45	– 20	ditto.	6	30	11	–		
17	2	50	8	45	1 20	- - slow engine and heavy train.	6	30	11	15	– 10	no report.
18	2	30	8	20	1 15	no report.	6	30	11	50	– 45	engine out of order.
19	2	50	7	30	– 5	ditto.	6	30	11	–	within.	
20	2	50	7	55	– 30	ditto.	6	35	11	10	exact.	
21	2	50	8	30	1 5	ditto.	6	30	11	45	– 40	weak engine.
22	2	50	7	35	– 10	ditto.	6	35	11	15	– 5	no report.
23	2	50	7	45	– 20	ditto.	6	35	10	50	within.	
24	2	50	7	50	– 25	ditto.	6	30	10	50	within.	
25	2	50	7	55	– 30	ditto.	6	30	1	–	1 55	engine broke near Newton
26	2	50	8	35	1 10	ditto.	6	30	11	10	– 5	
27	2	50	7	45	– 20	ditto.	6	35	11	–	within	- - waited at Warrington for Manchester train 3 minutes, but made the time up.
28	2	50	7	30	– 5	ditto.	6	30	10	45		
29	2	30	7	35	– 30	ditto.	6	30	11	5	exact.	
30	2	50	8	5	– 40	strong head wind.	6	30	11	10	– 5	

— No. 2. —

First Dispatch.							Second Dispatch.					
Date.	Birmingham. Proper Time of Dispatch, 7 A. M.		Manchester. Proper Time of Arrival, 11. 30. A. M.		Time Lost.	CAUSE.	Warrington. Proper Time of Dispatch, 3. 4. P. M.		Manchester. Proper Time of Arrival, 4. 10. P. M.		Time Lost.	CAUSE.
Nov.	H.	M.	H.	M.	H. M.		H.	M.	H.	M.	H. M.	
1	7	10	11	35	within.		3	25	4	21	exact.	
2	7	10	11	50	– 10	no report.	3	35	4	25	within.	
3	7	15	11	55	– 10	ditto.	3	20	4	16	exact.	
4	7	10	11	35	within.		3	20	4	15	within.	
5	7	15	12	50	1 5	ditto.	3	10	4	5		
6	7	5	11	40	– 5	ditto.	3	10	4	5		
7	7	5	1	–	1 25	ditto.	3	20	4	16	exact.	
8	7	5	11	55	– 20	ditto.	3	–	4	5	– 9	sand train on before.
9	7	–	11	45			3	10	4	6		
10	7	5	11	40	– 5	ditto.	3	–	3	55		
11	7	5	11	55	– 20	ditto.	3	12	4	15	– 7	
12	7	10	12	35	– 55	ditto.	3	30	4	25		
13	7	10	11	55	– 15	ditto.	3	5	4	5	– 4	
14	7	10	11	55	– 15	ditto.	3	15	4	20	– 9	detained by a sand train.
15	7	5	12	5	– 30	ditto.	3	5	4	5	– 4	slow engine.
16	7	5	11	30	within.		2	55	3	30		
17	7	10	1	20	1 40	- - rails slippery from frost, engine out of order.	3	25	4	20		

FIRST DISPATCH—*continued.*

Date.	Birmingham. Proper Time of Dispatch, 7 A.M.		Manchester. Proper Time of Arrival, 11. 30. A.M.		Time Lost.	CAUSE.
Nov.	H.	M.	H.	M.	H. M.	
18	7	5	12	5	– 30	no report.
19	7	15	12	10	– 25	- ditto.
20	7	10	11	45	– 5	
21	7	20	12	25	– 35	heavy train and head wind.
22	7	15	11	40		
23	7	10	11	50	– 10	no report.
24	7	10	12	–	– 20	
25	7	10	12	15	– 35	- ditto.
26	7	22	11	55	– 3	
27	7	10	1	–	1 20	weak engine & heavy train.
28	7	10	12	10	– 30	
29	7	15	12	–	– 15	no report.
30	7	20	11	45	within	

SECOND DISPATCH—*continued.*

Warrington. Proper Time of Dispatch, 3. 4. P.M.		Manchester. Proper Time of Arrival, 4. 10. P.M.		Time Lost.	CAUSE.
H.	M.	H.	M.	H. M.	
4	–	5	10	– 14	- - Liverpool & Manchester train on ahead.
3	15	4	10	within.	
3	15	4	10		
3	50	4	50	– 4	heavy train.
3	35	4	35	– 4	no report.
3	15	4	11	exact.	
3	25	4	35	– 14	detained by a luggage train.
3	25	4	21	exact.	
5	25	6	25	– 4	
3	30	5	–	– 34	steam low.
3	55	4	51		
4	5	5	–	within.	
3	26	4	26	– 4	

THIRD DISPATCH.

Date.	Warrington. Proper Time of Dispatch, 6. 4. P.M.		Manchester. Proper Time of Arrival, 7. 10. P.M.		Time Lost.	CAUSE.
Nov.	H.	M.	H.	M.	H. M.	
1	6	35	7	30	within.	
2	6	10	7	11	– 5	
3	6	20	7	15	within.	
4	6	25	7	25	– 4	
5	6	20	7	15	within.	
6	6	25	7	25	– 4	
7	6	5	7	15	– 14	stopped by another train.
8	6	20	7	16		
9	6	25	7	35	– 14	- - Liverpool & Manchester train on before.
10	6	36	7	45	– 13	slow engine.
11	6	30	7	55	– 29	- - Liverpool & Manchester 2d class train on before.
12	6	15	7	20	– 9	
13	6	25	7	25	– 4	
14	6	15	7	10		
15	6	25	7	45	– 24	2d class train on before.
16	6	–	7	–	– 4	no report.
17	6	30	7	40	– 14	2d class train on before.
18	6	5	7	10	– 9	no report.
19	6	15	7	5	within.	
20	6	10	7	–	within.	
21	7	–	8	–	– 4	
22	6	20	7	16	exact.	
23	6	55	7	5	– 14	luggage train on before.
24	6	10	7	6	exact.	
25	6	30	7	25	within.	
26	7	40	8	50	– 14	- - delayed at Parkside taking in water.
27	6	–	6	56		
28	6	20	7	35	– 19	- - Liverpool & Manchester train on before.
29	6	15	7	11	exact.	
30	6	20	7	15		

FOURTH DISPATCH.

Warrington. Proper Time of Dispatch, 10. 34. P.M.		Manchester. Proper Time of Arrival, 11. 40. P.M.		Time Lost.	CAUSE.
H.	M.	H.	M.	H. M.	
10	45	11	40	within.	
10	55	11	50		
10	34	11	30		
10	45	11	40		
10	34	11	30		
10	30	11	25		
10	24	11	20		
11	–	12	–	– 4	
11	10	12	6		
10	40	11	40	– 4	
11	20	12	20	– 4	
11	–	11	55		
10	46	11	42		
11	–	11	50		
10	30	11	15		
10	10	11	30	– 24	run against a Liverpool train.
11	–	4	20	4 24	- - engine broke and got off the rails.
10	–	11	–	– 4	
11	10	12	10	– 4	
10	30	11	30	– 4	
10	15	11	20	– 9	slow engine.
10	40	11	40	– 4	
10	55	11	51	exact.	
10	10	11	5	within.	
10	20	11	16	exact.	
11	45	12	45	– 4	
11	–	3	–	3 4	- - detained at Newton junction for an engine.
10	45	12	–	– 19	bad engine.
10	5	10	50	within.	
10	40	11	36		

Date.	First Dispatch. Manchester. Proper Time of Dispatch, 6. 30. A. M.	First Dispatch. Warrington. Proper Time of Arrival, 7. 26. A. M.	First Dispatch. Time Lost.	First Dispatch. CAUSE.	Second Dispatch. Manchester. Proper Time of Dispatch, 11. 30. A. M.	Second Dispatch. Warrington. Proper Time of Arrival, 12. 26. P. M.	Second Dispatch. Time Lost.	Second Dispatch. CAUSE.
Nov.	H. M.	H. M.	H. M.		H. M.	H. M.	H. M.	
1	6 30	7 26			11 30	12 26		
2	6 30	7 26			11 30	12 30	– 4	no report.
3	6 30	7 26			11 30	12 26		
4	6 30	7 26			11 30	12 35	– 9	stoppage at Newton.
5	6 30	7 30	– 4		11 30	12 26		
6	6 30	7 26			11 30	12 26		
7	6 30	7 26			11 35	12 40	– 9	heavy train.
8	6 30	7 30	– 4		11 30	12 26		
9	6 30	7 26			11 30	12 35	– 9	rails under repair.
10	6 30	7 26			11 35	12 31		
11	6 30	7 26			11 30	12 50	– 24	heavy train.
12	6 30	7 30	– 4		11 30	12 26		
13	6 30	7 26			11 30	12 26		
14	6 30	7 26			11 30	12 26		
15	6 30	7 26			11 30	12 26		
16	6 30	7 26			11 30	12 26		
17	6 30	7 26			11 30	12 26		
18	6 30	7 30			11 30	12 26		
19	6 30	7 26			11 30	12 26		
20	6 30	7 26			11 30	12 26		
21	6 30	7 26			11 30	12 30	– 4	
22	6 30	7 30	– 4	no report.	11 30	12 26		
23	6 30	7 30	– 4		11 30	12 26		
24	6 30	7 26	exact.		11 30	12 26		
25	6 30	7 26	exact.		11 30	12 26		
26	6 40	7 30	within.		11 30	12 26		
27	6 45	7 41			11 37	12 45	– 12	heavy train.
28	6 35	7 31			11 30	12 26		
29	6 40	7 26			11 30	12 26		
30	6 30	8 35	– –	accident with engine.	11 30	12 26		

Date.	Third Dispatch. Manchester. Proper Time of Dispatch, 2. 30. P. M.	Third Dispatch. Birmingham. Proper Time of Arrival, 7. 5. P. M.	Third Dispatch. Time Lost.	Third Dispatch. CAUSE.	Fourth Dispatch. Manchester. Proper Time of Dispatch, 6. 30. P. M.	Fourth Dispatch. Warrington. Proper Time of Arrival, 7. 26. P. M.	Fourth Dispatch. Time Lost.	Fourth Dispatch. CAUSE.
Nov.	H. M.	H. M.	H. M.		H. M.	H. M.	H. M.	
1	2 40	7 24	– 9	no report.	6 30	7 26		
2	2 40	7 30	– 15	ditto.	6 40	7 36		
3	2 40	8 5	– 50	ditto.	6 30	7 30	– 4	no report.
4	2 40	7 35	– 20	ditto.	6 30	7 26		
5	2 40	7 25	– 10	ditto.	6 30	7 26		
6	2 40	7 35	– 20	ditto.	6 30	7 26		
7	2 40	8 22	1 7	ditto.	6 30	8 30	2 4	accident with engine.
8	2 40	7 40	– 25	ditto.	6 30	7 26		
9	2 30	7 30	– 25	ditto.	6 30	7 26		
10	2 40	7 35	– 20	ditto.	6 30	7 26		
11	2 40	8 5	– 50	ditto.	6 30	7 26		
12	2 50	8 55	1 30	ditto.	6 30	7 26		
13	2 40	8 15	1 15	ditto.	6 30	7 26		
14	2 40	8 –	– 45	ditto.	6 30	7 26		
15	2 40	7 35	– 20	ditto.	6 30	7 26		
16	2 40	7 45	– 30	ditto.	6 30	7 26		
17	2 40	8 45	1 30	- - slow engine, and heavy train; waited at Warrington for Liverpool train.	6 30	7 26		
18	2 40	8 20	1 5	heavy train.	6 30	7 26		
19	2 40	7 30	– 15	no report.	6 30	7 26		
20	2 40	7 55	– 40	ditto.	6 30	7 40	– 14	line being repaired.
21	2 40	8 30	1 15	tender got off the rails.	6 30	7 26		
22	2 40	7 35	– 20	no report.	6 30	7 26		
23	2 45	7 45	– 25	ditto.	6 30	7 26		
24	2 35	7 50	– 40	ditto.	6 30	7 26		
25	2 45	7 55	– 35	ditto.	6 30	7 26		

THIRD DISPATCH—*continued.*

Date.	Manchester. Proper Time of Dispatch, 2. 30. P.M.	Birmingham. Proper Time of Arrival, 7. 5. P.M.	Time Lost.	CAUSE.
Nov.	H. M.	H. M.	H. M.	
26	2 40	8 35	1 20	- - two cows on the line threw the train off the rails.
27	2 40	7 45	- 30	no report.
28	2 40	7 30	- 15	ditto.
29	2 40	7 45	- 30	ditto.
30	2 30	8 10	1 5	

FOURTH DISPATCH—*continued.*

Manchester. Proper Time of Dispatch, 6. 30. P.M.	Warrington. Proper Time of Arrival, 7. 26. P.M.	Time Lost.	CAUSE.
H. M.	H. M.	H. M.	
6 45	7 45	- 4	
6 40	9 -	1 24	- - detained at Mancheste
6 30	7 26	exact.	for an engine propelled t
6 30	7 26		Newton Junction by a Li
6 30	7 26		verpool and Mancheste
			second class train, wher
			we remained till an engin
			was sent from Warrington

I have ordered another account to be made out, in consequence of the company attempting to lay the blame on the coach contractors, and I find that twelve times since the railway was first used it has been attributable to the coaches, whereas, in the great majority of instances, it has been attributable to the railway. Our time at Birmingham is seven o'clock; the coach appears to have been 7–25, 7–35, 7–40, 7–1, 7–5, and so on, in the instances to which I refer.

96. Lord *Granville Somerset.*] How many instances have occurred of the mail being more than a quarter of an hour after seven?—There have been seven instances in which the horse-mail has been later than that.

97. Does the place of arrival mean the inn at which the coach stops?—No, the railroad station.

98. What is the time for the railroad train starting?—A quarter past seven; latterly they have agreed to give us to the half hour.

99. What was the time in which they contracted to carry the mail from Birmingham to Liverpool?—Four hours and a half.

100. How many times have they exceeded that?—I find in the last month, from the 1st of November to the 30th inclusive, the first dispatch, there were 15 occasions on which they exceeded their time; on the second dispatch, there were 23 occasions on which they exceeded their time; on the third dispatch, there were 20 times in which the time was exceeded; on the fourth dispatch, there were 15 times that the time was exceeded.

101. Lord *Sandon.*] Do you count everything as excess beyond four hours and a half?—Yes.

102. Lord *Granville Somerset.*] What is the greatest excess?—As far as I can see, two hours and 15 minutes.

103. Mr. *Loch.*] Has the Post-office made any representation as to the irregularity in the conveyance of the mail?—I do not know whether I have made any, but Mr. Louis, in the execution of his office, has in many instances.

104. What accounts do they give for their want of regularity?—I cannot say exactly; but the fact is, that we felt that the service was a new service, that they were in great difficulties as well as ourselves, and we did not wish to press them too much.

105. You have stated that there was an irregularity in the day mails between Liverpool and Manchester?—There have been irregularities, but those have been of little consequence, because they are local letters.

106. Mr. *Wallace.*] Have you any doubt of the delays being owing to the want of power?—I was down there the other day, and I understood it was owing to the want of power, putting too heavy loads on the engines; but it is impossible for any one but a scientific man to say what the reason is; it may be a fault in the construction of the engine, the bad laying of the rails, or a thousand things. The generally assigned cause is, attaching too heavy loads to the steam-engines.

107. Have the Post-office employed any scientific person to give them an opinion of the cause of the delays?—No, we have not.

108. The Post-office is not possessed of any report from a scientific person of the cause of the delays?—No.

109. Lord *Sandon.*] Do not the company go on the principle of never rejecting any passengers or goods, however much they may exceed the proper load for which the power of the engine is adapted?—I can say nothing about passengers or goods, our interference is only as to the conveyance of the letters.

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110. Lord *Granville Somerset.*] Does the guard report in the same way with regard to irregularities in the railroad, as he would as to irregularities on the old mail-coach system?—Yes; he has the time-bill; these papers are all taken from the time-bills.

111. In this return there appears to be a great number of times in which there has been a considerable excess, without any cause being alleged; has any inquiry been made in the proper department as to those causes which have been alleged?—Of course.

112. On the 7th of November, for instance, the first dispatch was an hour and 15 minutes beyond its time, on account of the engine failing for want of water. Has any representation been made on that subject?—It would be the duty of the mail-coach department to look to the time-bills, and to make representations; unless there was something very extraordinary it would not be reported to the Secretary of the Post-office.

113. *Chairman.*] Have similar difficulties to those you describe on the Grand Junction Railway occurred in the case of the Liverpool and Manchester Railway?—The Liverpool and Manchester carry the local communications between those two towns, therefore delays would not be so important there.

114. Have you found any difficulty in contracting with the company for the conveyance of the letters between Manchester and Liverpool?—There was no difficulty, but they raised their terms upon us in a way which I think shows that the Legislature ought to have some power over railways. That fact took place long before I came to the Post-office. The original contract with that company was, I think, at a penny a mile, and when a tax was put on for each passenger conveyed by railroads, Mr. Johnson, who was then superintendent of the mail-coach-office, was written to by the company to say, that as the Chancellor of the Exchequer had put on a tax, it was absolutely necessary the Post-office should pay more: this is the letter:

"Liverpool and Manchester Railway, 5th September 1832.—Dear Sir, Government having imposed a heavy tax on coach travelling per railway, to commence, I believe, on the 11th October next, I am instructed by the directors to give you notice, for the information of the Postmaster-general, that in consequence of the above tax, the company's charge for the conveyance of the mail between Liverpool and Manchester will be 1 ½ *d.* per mile, instead of 1 *d.* as heretofore; and the directors think it reasonable that this increased charge should be payable on and after the date when the new duty commences. I am, &c. &c.

(signed) *Henry Booth,* Treasurer.

(addressed) *W. Banning,* Esq., Liverpool."

This was acceded to on the part of the Postmaster-general; but the tax the Chancellor of the Exchequer put on was a halfpenny a mile for four passengers, so that it was half a farthing a mile; they put on a halfpenny a mile.

115. Has any subsequent increase taken place?—None subsequently. I made an application to them, when we wanted a fifth dispatch, to do it on more reasonable terms, stating that they had put on this halfpenny a mile in consequence of the tax which the Chancellor of the Exchequer had imposed on the railroad, but that they were aware their charge was four times as much as the Chancellor of the Exchequer had put on; but they would not consent to any facility.

116. Lord *Granville Somerset.*] Has the service been satisfactorily performed?—It has been very fairly performed; we have no complaints; there have been slippery rails and things of that kind. In the Dublin and Kingstown we had a contract to convey the mails for 300 *l.* a-year; three months ago they demanded 600 *l.*; with difficulty we have got them to accept 500 *l.*

117. Have you any means of ascertaining whether that amount of 500 *l.* is about the sum which they charge others?—Our people in Dublin considered the charge exorbitant, and on this we were about to undertake it by coaches.

118. What is the distance?—About six miles. According to the average speed we could have done it by coaches in much about the same time. The average time of delivering the mails by ordinary trains, from the time of taking them up at Kingstown till the time of delivery at the Post-office, was about 55 minutes, and 35 minutes by the special trains; we could have done it by coaches in 35 minutes; but in the new contract we are about to enter into, the directors engage to deliver it in 20 minutes; and to be subject to a fine if it exceeds 25 minutes.

119. What would be the difference of cost?—It would be about the same. They had got a pretty accurate account of what the expense by coach would be.

120. Cannot

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120. Cannot you ascertain what they ask for other passengers or other articles?—I do not know how to get at that, and they will not in respect of this bind themselves under a penalty.

121. If you consider this an exorbitant price, on what data do you presume the exorbitancy?—I have taken the opinion of the local officers as to the exorbitancy, presuming they have made inquiries as to the charges, especially as they are acquainted with the charges there. They came upon us suddenly, saying, The 300 *l.* will not pay, you must pay us 600 *l.*

122. Lord *Sandon.*] Would it not be desirable to ascertain how far that is consistent with the charge they make in other cases?—They calculate on special trains; it is impossible for us to calculate the expenses of special trains.

123. Would it not be natural to compare their charge for those special trains with the maximum they charge for common trains?—We are aware that we are paying much higher than is paid for common passengers, even on the Grand Junction. The price which at present the mail pays would be much higher than for a common passenger; we pay 3*d.* a mile, and they charge but 2*d.* for a passenger and his baggage.

124. Mr. *Hutton.*] How many trains will go from Dublin to Kingstown in a day for this 500*l.* a year?—Six trains; and three, if we require them, are to be special trains.

125. Lord *Granville Somerset.*] What is the arrangement with the Greenwich Railway?—We use it only for the Twopenny Post; we pay them 20*l.* a year; it is only one train. Looking at the mileage, it is not very low; it is between 4*d.* and 5*d.* the double mile.

Veneris, 8° die Decembris, 1837.

MEMBERS PRESENT.

Mr. Baring.	Mr. Labouchere.
Mr. Easthope.	Mr. Loch.
Sir Robert Ferguson.	Lord Lowther.
Lord Charles Fitzroy.	Lord Sandon.
Mr Gillon.	Lord Seymour.
Mr. Greene.	Lord Granville Somerset.
Mr. Hutton.	Mr. Wallace.

THE RIGHT HON. HENRY LABOUCHERE, IN THE CHAIR.

George Louis, Esq., called in; and Examined.

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126. *Chairman.*] WHAT situation do you hold in the General Post-office?—Surveyor and Superintendent of Mail-coaches.

127. Have you lately been engaged in endeavouring to effect an arrangement between the Post-office and any of the railway companies for the transmission of the mails?—Yes; I have lately been at Liverpool, with the object of effecting an arrangement with the Grand Junction Railway, who have given us notice to quit in February next. I had previously entered into a negotiation with them, and made arrangements, which arrangements they are not now satisfied with, and in consequence gave us notice to quit.

128. Was that for the transmission of letters from Birmingham to Manchester?—From Birmingham to Manchester and Liverpool, and as far as Warrington, for Scotland and the North.

129. Does the Grand Junction Railway Company run trains from Birmingham beyond Manchester?—Not beyond Manchester; they run them to Manchester and also to Liverpool; as I understand, it is their railway as far as the junction at Newton, which is about midway between Manchester and Liverpool, and there they diverge.

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130. Mr. *Loch.*] And then they are carried on under an arrangement with the Liverpool and Manchester Company?—That I understand; but that is not within my knowledge.

131. *Chairman.*] So that the Post-office, in dealing with the transmission of mails upon the railway, has to deal with the Grand Junction Company for the whole line between Birmingham and Newton?—Between Birmingham and Manchester, and Birmingham and Liverpool; we have no negotiation with the Manchester and Liverpool. It is a negotiation between the Grand Junction Company and the Manchester and Liverpool, Company.

132. Mr. *Loch.*] The Post-office knows nothing of any arrangements between the two companies?—It does not; our arrangement is from Birmingham to Manchester, and to Liverpool, with the Grand Junction Company.

133. *Chairman.*] The Grand Junction Company are not the proprietors of the railway between Manchester and Liverpool?—I understand not.

134. Was the service which you wished this railway company to undertake precisely the same which it hitherto undertook for the Post-office?—The same; except that they understood from us that we should want to alter the trains hereafter so soon as the London and Birmingham Railroad should open, of which it was expected that a great portion would be opened in February.

135. But in treating for a new contract did you propose to lay any increased expense or trouble upon the railway company?—We probably should have altered the periods of their dispatch hereafter, which might have induced them to give us notice to quit. But the information given to us was, that the evening trains did not answer their purpose, and that they wished to drop them. Upon their giving us notice, I was commanded by the Postmaster-general to go to Liverpool, and have a full discussion with the directors there. Mr. Moss was deputed by the directors to treat with me; and he was the only person I had any communication with.

136. Who is Mr. Moss?—He is chairman of the Grand Junction Company.

137. Did you succeed in coming to any arrangement with the railroad company?—We entered into a negotiation, and Mr. Moss and I mutually signed a document. There were points proposed by him, which were discussed, and some observations which he made I overruled, and others were suggested: but the result was, that I signed a paper to submit to the Postmaster-general not to recognise the terms at all, because I thought them heavy.

138. You considered those terms too high?—It appeared to me so.

139. Have you got a copy of the sketch of an agreement which was signed by the chairman of the Grand Junction Railway Company and by yourself, and submitted to the Postmaster-general?—I have a copy, which I will deliver in.

[*The same was delivered in and read, as follows:*]

The following memoranda are the result of various and full discussions between John Moss, esq., chairman of the committee of the Grand Junction Railway, and George Louis, esq., surveyor and superintendent of mail-coaches, on the subject of the transit of letters by the above railway. These memoranda are understood to be points by which Mr. Moss, on the part of the railway company, will be governed; they are recognised by Mr. Louis so far only as to submitting them for selection and consideration of Her Majesty's Postmaster-general.

1. The present accommodation, as respects the guards and mail-bags, to be granted for the present allowance; the directors to fix their own periods of dispatch and arrival of the trains; also, the speed; to continue or discontinue trains at their pleasure; the Post-office to have the power of discontinuing at pleasure. As the present mode of weighing the bags may tend to impede the arrangements of the Post-office, and as it causes unnecessary details in the accounts, they would consent to the weight of bags for 28 days during winter, and 28 days during autumn, say 28 days in the months of February and August, being taken as the average which should regulate the weight for the rest of the year: the present allowance is 1 *d.* per mile for the guard, and three-eighths of 1 *d.* per cent. per mile for the mail-bags; any weight under one single hundred to be paid for as if a whole hundred were conveyed; for any portion above one hundred, and under one hundred and a half, to be paid for as a hundred weight; and above one hundred and a half, and under two hundred, to be paid for as two hundred; this rule to govern greater weight.

2. The directors are willing, if double the present average daily amount of each train be paid, to enter into a contract with the Post-office authorities for the due performance of its covenants,

covenants, and will meet them to discuss the periods of starting, which they will exert themselves to arrange so as to fall in, as much as possible, with the views of those authorities; when the periods are fixed, they are not to be deviated from without mutual consent; the Post-office, however, to have the power of relinquishing any or all the trains without notice; the directors will give six months' notice before the relinquishment of the contract; they consent to the penalty to the extent of 500 *l.* in one year for breach of any of the several covenants; the speed they will undertake not to exceed five hours from Liverpool and Manchester to Birmingham, and four hours and forty-five minutes from Birmingham to Liverpool and Manchester; they will provide a covered situation for the guard and such mails as he may have in his charge; this proposition applies to day-trains; any period of starting between 6. 30. A.M. and 6 P.M. to come within the meaning of day trains; this not to include the night or grand dispatch to London or from London.

3. The directors must consider the grand dispatch to and from London as a night train, and the charge they will make the Post-office for those trains will be 10 *l.* sterling each trip each way. A trip to be understood as comprising the distance between Birmingham, Liverpool, and Manchester; the speed not to exceed five hours from Liverpool and Manchester to Birmingham, and not to exceed four hours and 45 minutes from Birmingham to Liverpool and Manchester; the speed being fixed, they agree for the above sum to put these night trains entirely under the control of the Post-office as to the hours of departure and stoppages on the line, which are to be altered or regulated according to the convenience of the Post-office; the Post-office to be allowed a special carriage, or as much space as is occupied on four wheels; the directors to build the body in all respects according to the plan or notions of the Post-office authorities; persons belonging to the Post-office and *bonâ fide* employed on Post-office business on the railway, and having charge or custody of the mails, to go free in this carriage.

4. As this question has been put to the directors, as to what they would demand per trip, be bound by the conditions of the second point, find the Post-office half the space which is occupied on four wheels, build the body of the carriage according to the notions of the Post-office, and convey persons of the Post-office *bonâ fide* employed on Post-office business on the railways free, they state they will agree to give the above convenience on payment of 5 *l.* sterling per trip on a day train.

The directors wish the Post-office authorities to understand distinctly, that they are willing to allow them to employ their own engines and carriages, on moderate tolls being paid for the railway, less than the directors are legally entitled to demand.

P. M.
Liverpool, 28 November 1837. *G. L.*

P. S.—Mr. Louis has distinctly stated to Mr. Moss that the Postmaster-general will consider it to be his public duty, whichsoever of the above points be selected, to demand precisely the same convenience on Sundays as on other days, as regards the hours of arrival and departure, and the working of the trains. To this statement Mr. Moss has replied as follows, (*vide* his letter of the 23d instant, of which the following is an extract):

"Whenever the question of Sunday departure comes forward, I trust I shall prove to your satisfaction that there will be no occasion to start trains from large towns during the hours devoted to religious worship; and it must be distinctly understood that the Grand Junction cannot enter into any agreement after February next for travelling on the Liverpool and Manchester Railroad contrary to their bye-laws; if the inhabitants of London, Manchester, Liverpool, and Birmingham do not, by any public expression, ask for trains on Sunday, &c. the owners of the railroad are willing to forego the profit arising from such traffic. I do hope that Her Majesty's Government will not, by any legislative enactment, compel them to furnish accommodation beyond what is absolutely necessary."

140. Will you state in what respect you considered the terms of this contract, either excessive or inconvenient?—It appeared to me, as compared with the sum that we now pay, to be very expensive. We pay for one trip on the average, from Birmingham to Liverpool, 1 *l.* 1 *s.* 4*d.*, and the demand made for this train was 10 *l.*; it was an increase of 9 *l.*, which appeared to me to be very heavy. The reason given by Mr. Moss to me was, that as it is a night train the directors would be put to a very heavy expense to maintain it, and that he did not conceive that a less sum should be charged to the Post-office. I then pressed particularly upon Mr. Moss that he should state to me what would be a remunerative price to the company, and that all above that remunerative price, arising from passengers and parcels, should go to the reduction of the charge made to the Post-office, till it came to what might be considered a fair charge. That was the gist of my argument with Mr. Moss, to which he objected.

141. Upon what grounds did Mr. Moss object to that part of your proposal?—Mr. Moss did not seem to give any particular reasons for it. I think generally, he said that if a train were sent at night, it would draw from their day trains, and that it was not a fair way to judge; for that those persons who went by the night train, if there were no night train, would go by the day train, and that they still would

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would have the profit of them. But I thought that proposition so fair and reasonable, that I pressed it particularly upon him.

142. Did you endeavour to make any calculation as to what would be a fair sum for the company to have asked for the special train?—It is very difficult. I rather took the data given me by Mr. Moss. He stated that a train would cost at least 14 *l.* 10 *s.*; I think that was the price he said for sending an engine.

143. Mr. *Easthope.*] For the night or day?—I do not know whether he made a distinction between a night and a day train, but he gave that as the general expense. He said that they might take it at 20 *l.*; but he said that the company would receive no tolls, even if this 20 *l.* were paid them; they would receive no interest upon the original outlay.

144. *Chairman.*] Is it not the case that the using the railway for a train at night necessitates the employment of many people, who would not otherwise be in the employment of the company?—I should think there could be no question of that.

145. Therefore it would be reasonable to ask more for a train at night than for a train in the daytime, independently of the less probability of its being made use of by passengers?—Decidedly it would be more reasonable.

146. Did you ever yourself endeavour to form an estimate, or have you ever consulted any engineer upon the subject, who could give you an estimate of what would be a fair charge for the use of a special train at night?—I made inquiries as to the cost of a first-rate engine, and of a tender and of a carriage, supposing that a train was used specially by the Post-office, or by any body of persons; and I have the answer, but it really is hardly data to go upon; and I dare say it requires much correction, but I give it as I received it from the engineer at Manchester. He said that the price of a first-rate engine would be about 1,400 *l.*, and for a tender 230 *l.*, and that a couple of carriages, such as I named to him, would be about 860 *l.* more, making a total of 2,490 *l.* for those articles; and then there is the wear and tear of all these. This was put down with reference to the question, whether it was possible for the Post-office to employ an engine profitably.

147. What conclusion did you come to upon that subject?—It was very vague, and not at all satisfactory. Putting 15 per cent. upon the outlay, I made that somewhere about 400 *l.* a year; and then there is the engineer, which would be about 120 *l.* for his wages, and the man for the tender would be about 90 *l.* or 100 *l.* I am supposing these engine-men could go to and from within the 24 hours; then coke for the journey to and fro was estimated at about 1,400 *l.* a year; then we should have all the difficulty about the tolls upon the passengers, supposing the Legislature were to pass some Act by which the Post-office could employ its own train, and take a limited number of passengers, so that the train might go with a greater speed than any other. There would then be the difficulty of levying the toll upon the passengers, and it is difficult to estimate what number of passengers would go; but I assume that 20 might go, or that the tolls were paid upon 20, whether 20 went or not.

148. Lord *Granville Somerset.*] Is there anything in the Railroad Act which forces them to keep the railroad open all the 24 hours?—I think there must be some time allowed for repairs.

149. Supposing that the Post-office, as the law now stands, chose to become carriers upon that railroad, has the Post-office any power of sending a train at such hours as it might select?—I do not think it has.

150. Therefore, supposing you had a separate establishment, you are still to a certain extent in the power of the company?—Most assuredly, unless some law is passed.

151. And you are also, to some extent, at the mercy of the railroad company with regard to the amount of tolls which they might put upon your carriages, because, although they cannot go beyond a certain price, it does not follow that they should require that price?—Mr. Moss stated to me that they were willing to take tolls much less than they could legally demand.

152. Would they be willing to take tolls much less, supposing you were the carriers, or supposing that they were the carriers?—If they were the carriers, of course there would be no toll.

153. Of course the toll might be merged in the price which they would charge; but, supposing that they were not the carriers, did they say that they would

would take less toll than the amount authorized by Act of Parliament?— Decidedly.

154. Did that difference refer to night travelling, as well as day travelling?— I apprehend it applied to any period of the 24 hours.

155. Is not one great source of expense in the night travelling, the keeping up an establishment of policemen, and watchmen, and other persons, independent of the expenses they incur of persons going with the train?—No doubt of it; and they expect that the night train will be less profitable, because so many passengers will not go.

156. Was any distinction drawn by Mr. Moss as to the price that he, on the part of the company, would demand, as the price for allowing the Post-office to send a night train?—He made no distinction.

157. He made no objection to keeping the railroad open for your trains during the night, but he said that they must be paid if you were the carriers?—In answer to that, I will read what he said: "The directors wish the Post-office authorities to understand distinctly, that they are willing to allow them to employ their own engines and carriages, on moderate tolls being paid for the railway, less than the directors are legally entitled to demand."

158. Supposing the Post-office were to adopt the alternative of employing carriages and locomotive engines of its own, do you conceive that any legislative enactment is necessary to enable it to perform the public duty satisfactorily?—I should think it would be absolutely necessary, inasmuch as we should be always at the mercy of the railroad directors first to get upon the train; it is their property which you have to cross before you can get upon the railway; you can run from one railway to another, where an intersection takes place; but although the law allows you to run along the railway, there is a difficulty in getting on it.

159. Do you mean to say that the law is so framed, that though a private party may have the power of running engines upon the road, he shall have no power of access?—I do not say exactly that; but other parties have no places for their servants and their agents, which amounts to a practical prohibition.

160. So that in fact the idea of keeping a separate establishment of engines, on the part of either the Post-office or of any private individuals, is illusory?—It seems to me something like it, except one railroad runs into another.

161. Did you take any means to ascertain how far it was probable that Mr. Moss's impression of the inexpediency of running night trains was well founded, with reference to passengers?—He distinctly stated that he believed night trains would be very expensive, and not at all remunerative to the company; that at first there might not be sufficient confidence on the part of people to travel by railroad at night, till they became more known; but he said that they would run all risks upon the payment by the Post-office of 10 *l.*

162. Did you take any pains to ascertain how far this impression of Mr. Moss's was likely to be realized; did you make any inquiries as to the probability of night passengers, supposing there were night trains established?—It would be mere matter of opinion; I could not arrive at it satisfactorily by any inquiry. I think, in my own mind, that the night travelling would be just as much adopted as day travelling; I feel such entire confidence myself in the railroads, that I should not hesitate travelling any length of distance at night, and therefore I think the public generally, when they become more acquainted with them, will feel the same confidence.

163. Looking at the travelling as it exists on the old system, and the importance of communication to different parts, do you consider it probable that there would be night travelling, supposing the Post-office established a night train?—I think it would, when the whole line is open for a very long distance; for instance, from London to Liverpool.

164. Then to that extent you do not think that Mr. Moss's opinion as to the non-probability of night travelling was a valid one?—No; I certainly thought there would be night passengers, independently of the Post-office, and it was for that reason that I urged him so strongly to fix a sum, and that any return above that sum should go to the reduction of the Post-office charge, to bring it to a reasonable charge, because 10 *l.* is 2 *s.* a mile, which is a great price, the Post-office hitherto never having paid for mail-coaches, upon an average, above 2 *d.* and one-sixteenth.

165. Is not that more than 2 *s.* a mile?—In fact, between Birmingham and

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Manchester and Liverpool it is right to say that there are 116 miles travelled; four of those miles are travelled by two sets of engines which are unnecessary for us, but I dare say it would not be convenient for the Grand Junction Company to separate at the intersection of the two roads, having their own establishments at Warrington, so that there are four miles from Warrington to Newton double, making 116 miles, but in the other it is 112; that should be distinctly understood in all these arrangements.

166. You have stated that Mr. Moss gave you certain data upon which he formed his opinion of the propriety of his demand?—Yes; I have already stated the paucity of passengers and the great expense they must be put to by keeping persons employed by night as well as by day.

167. Has not it been the custom of the Post-office, with regard to mail-coaches and contractors applying to have a higher remuneration than they were enjoying, to call upon them to show their books, so as for the Post-office to be able to judge how far their demand for increased allowance was correct?—It has in certain cases.

168. Did you make any request of that sort to the railway company?—No, I did not; but I know that their night train has gone with one passenger; but I made no direct inquiry.

169. You made no request, during your discussions with the railroad company as to what they should demand and what you should pay, to see their books, so as to ascertain the real outlay that running the train was likely to cause?—No, I took Mr. Moss's declaration as to the expense.

170. But you did not go into the particular items?—No.

171. In forming your judgment as to whether this was a great demand or a small demand, you did not go into any calculations as to either the outlay in money of forming the railroad, or the actual outlay that the train passing from one part to another would cost?—I went into no particular inquiry upon that subject.

172. Then your judgment is formed rather upon impression than upon any positive calculation?—It is a good deal.

173. *Chairman.*] Still you thought that it was not fair that the circumstance of whether those night trains were or were not in any degree remunerative should be entirely left out of the question?—No; I hope I have made myself quite clear upon that subject. I thought that if we paid the 10 *l.* we should have the benefit if it was remunerative; I found that we were as entirely in the hands of the Grand Junction Railway as we are of any railway. I considered 10 *l.* a very heavy charge, particularly for a day train, (and I shall have something to say about day trains). But I felt at the same time that it was equitable that there should be something more paid for a special night train than for a day train, on account of the greater outlay.

174. What was the price asked for a special day train?—That part of the negotiation was not at all satisfactory to me, as I have stated to the Postmaster-general; but there was a particular condition made, that what we call the grand train, the eight o'clock dispatch at night, and the train that would bring the letters into London in the morning, should be considered night trains. When there was a discussion about day and night trains, I called upon Mr. Moss particularly to state what he considered day, and what he considered night ones. I told him it was essentially necessary to understand that point quite clearly, and we fixed that point, but he still made an exception for this grand train, although it might go within the day hours.

175. What did you agree upon as being night hours?—It will appear in the paper I have delivered in to the Committee that any period between 6. 30. A. M. and 6. P. M. was to come within the meaning of day trains. This I pressed, but Mr. Moss inserted, "This not to include the night or grand dispatch to London or from London."

176. What do you apprehend was meant by that expression?—The inference I drew from it was, that the directors thought that they ought to be paid heavier for that train under any circumstances, whether night or day.

177. Can the grand dispatch ever be conducted by a day train?—According to our proposed arrangements it will not, when the London and Birmingham is entirely opened; but till that is opened, or when it is opened only partially, the grand dispatch will start for London just about within the day hours; that is, when it is opened from London to Denbigh Hall, and from Birmingham to Rugby.

178. In

178. In that event did Mr. Moss state any reasons to you for thinking it right to demand the price of a special night train for a day train under those circumstances?—He was determined to have the price for this grand dispatch, whether it was day or night.

179. Did he give you any reasons why he thought it just on the part of the railway company to ask this price for the grand dispatch if conducted by a day train?—The reasons were generally that there was so much bulk carried, that it was right that they should have it, and that it was such an important dispatch altogether; but it is just that I should at the same time say that we were to go at our own hours, and to have the entire control of this train in the day as well as in the night; but I cannot help saying, that so far as the charge was for a day train, it did seem to me enormous, if it came within reasonable hours.

180. Mr. *Hutton.*] Did the company justify their additional charge for a day train by any statement which appeared to you intelligible as accounting for the great increase?—There was no particular attempt at justification or explanation.

181. *Chairman.*] Did you state your objections to Mr. Moss against this proposition?—I did; and I urged Mr. Moss again and again to leave it out of the question; I thought it not necessary.

182. Did not Mr. Moss, in reply, state the grounds upon which he thought this a fair and reasonable proposition?—He gave me no particular reasons, except the general reasons that persons would give of the great outlay and expenditure of the railway.

183. Did you go into any calculation with him upon the probability of an increased outlay which would justify this demand?—I did not.

184. Why did you not do that?—I had no data or means by which I could enter into any calculations.

185. Did you ask him to furnish you with the data upon which he made this demand?—I did not.

186. Mr. *Easthope.*] Was it stated by you that in sending the mails by the grand train, as it is called, you would delay that train by any stoppage that you would require?—No; we should have the entire control of it.

187. Having the entire control, should you require it to stop when it otherwise would not require to stop?—No, I do not apprehend that we should.

188. You stated that you thought the 10 *l.* excessive; by what rule of calculation did you arrive at that conclusion?—By our paying only at this moment 1 *l.* 1 *s.* for the same convenience under a previous bargain.

189. Did you take it by any comparison with what was then paid by the other conveyances on the road, or anything of that sort?—Not only by the Grand Junction Railroad, but by the other railroads that we employ, the expense is excessive.

190. Did you take into account a comparison of the expense by the common roads?—I can do that at once: this is nearly 2 *s.* a mile, and we pay by a common road for mail-coach about 2 *d.* and a sixteenth.

191. Mr. *Greene.*] Did you understand in your conversation with Mr. Moss, that the company either do or that it is their intention to run night trains themselves?—No; they distinctly told me not.

192. Therefore, the whole expense of keeping the railroad open at night would occur solely on account of the Post-office?—I was informed so; but I am speaking now more particularly with regard to the charge being made by the day for this grand train; not that it is matter of any material consequence, for I think after a short time it will be a night train, if the present hours of dispatch are preserved out of and into London.

193. Mr. *Easthope.*] Did you not state that you would require the police and those people employed on the railway, in case you set up a machine yourself, to be entirely under your own control?—I had no discussion with Mr. Moss about that.

194. Does it appear to you from what you have seen, and as far as you have inquired upon that subject, that it would be practicable, without great inconvenience to both parties, to have two sets of trains, one under the control of the Post-office, and another under the control of the railway?—I think it would be very inconvenient. I do not know what the law might do for us, but if the Post-office should ever employ on grand trunks of railroad its own engines, there must be some arrangement entered into; but the Post-office could never go into the detail so much as the company. It must be very peremptory in its mode of conducting such a train, without taking any but long passengers.

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195. Do you think it would be practicable, without great inconvenience to both parties, to have two sets of servants upon such conveyances?—I should say undoubtedly it would be, if servants were really necessary in the intermediate places for the Post-office. It occurs to me (but I express this opinion with very great deference), that if the Post-office were ever to engage its own servants or engines, it must take only long passengers; it must not be impeded by short passengers.

196. *Chairman.*] Do you conceive that subjecting trains to a regulation such as that would have the effect materially of decreasing the number of passengers that would go by them?—Perhaps if a train were established upon this superior kind of footing, such as we estimate the mails, being a superior travelling to others, it might become a kind of fashion to go by the mail-train, and people would pay a higher fare perhaps; I think it not improbable.

197. Still passengers that wanted to go short distances would of course not go by trains that did not furnish them with means of stopping?—But the first-class trains now do not stop, except at certain places; and the Post-office must be still more peremptory in that respect. I was only assuming that it was possible for them to employ their own engines. The directors having made that proposition, I thought it right just to entertain it, without being able to say whether it would be prudent for the Post-office to adopt such a course.

198. Mr. *Wallace.*] Are not the fares by the mail-carriage higher than the other fares along the railway?—Yes; they are 4*s.* higher from Birmingham to Liverpool and Manchester, but then it is for greater accommodation; I believe they take only four passengers instead of six in the carriage, and there is one of the mail-carriages takes only two, a very large carriage.

199. Mr. *Loch.*] Under the existing Act do you conceive that the Post-office is entirely in the hands of the railroad companies?—I think so.

200. *Chairman.*] You think they may impose practically any conditions they please upon the Post-office, and that the Post-office is without defence?—I think so.

201. Mr. *Loch.*] Then as far as the Post-office mails are concerned, the railroads act as a perfect monopoly?—It appears to me so, entirely; they have cut from us our ground; our means of conveyance are taken away. Besides, even if we could keep anything like pace with them, which is not at all probable, the public would not be so satisfied; but it is quite impossible to keep pace with them. There is no question about the regularity of the coaches being greater than that of the railroad, for from inquiry I have made, I find all railroads more or less irregular. I have been reading the reports of the Liverpool and Manchester, when it commenced, and I observed that the irregularity is particularly complained of; that has since improved.

202. Lord *Granville Somerset.*] In that respect, if the Post-office had an establishment of their own, would you not be more likely to be regular than you are under the present system?—I should think so; but still, if an accident happens to the engine or to the axletree, or anything of that sort, it would be liable to the same, and the want of a single screw upsets the whole machine.

203. Is it not notorious that the circumstances of the weather and the wind have an influence over the pace which a heavily loaded train can go?—There is a printed return of mine, showing that there is a longer time taken in the winter from Manchester to Liverpool than from Liverpool to Manchester, owing entirely to the wind prevailing from the south-west.

204. Then, supposing the Post-office had railroad machines of their own, would not they regulate the power so as to supersede any ordinary occurrence of that nature?—If it was possible for the Post-office to have its own engines, if it found it reasonable and right to do so, of course it would take care not to have too heavy loads.

205. Would not you provide sufficient power to overcome all those ordinary impediments or variations of weather which have caused considerable delay?—That is a question to which an engineer would be better able to give a satisfactory answer. I ought to say, that if the 10 *l.* train is agreed to by the Post-office, we are assured that engines will be kept at certain distances on the line to aid and to be always ready.

206. Then supposing you entered into that contract with the company, would you guard against the probability of the power of the engine being overloaded?—The penalty that the company would subject themselves to by a violation of the contract

contract which they are ready to enter into, would set that right; they would take care of that for their own sakes.

207. The penalty would be so considerable that it would be their interest to take care that the engines should not be overloaded?—Yes; and I should certainly recommend some more summary mode than that spoken of in this paper, some graduated fine for loss of time would be a good remedy.

208. Mr. *Wallace.*] Does not the paper that you have given in, showing the different sums demanded by the railway company, include penalties for not keeping time?—Under that proposed agreement they would render themselves liable to a penalty of 500*l.*

209. *Chairman.*] Was there any stipulation in the agreement that you made with the directors of the railway company with regard to using the railways on Sundays for the service of the mails?—It was not an agreement, it was a mere memorandum. I will briefly state what passed: "Mr. Louis distinctly stated to Mr. Moss, that the Postmaster-general will consider it to be his public duty, whichsoever of the above points be selected, to demand precisely the same convenience on Sundays as on other days, as regards the hours of arrival and departure, and the working of the trains." To this statement Mr. Moss has replied as follows [*vide* his letter of 23d ultimo], of which the following is an extract: "Whenever the question of Sunday departure comes forward, I trust I shall prove to your satisfaction that there will be no occasion to start trains from large towns during the hours devoted to religious worship; and it must be distinctly understood, that the Grand Junction cannot enter into any agreement after February next for travelling on the Liverpool and Manchester railroad, contrary to their bye-laws. If the inhabitants of London, Manchester, Liverpool and Birmingham do not, by any public expression, ask for trains on Sundays, &c., the owners of the railroad are willing to forego the profit arising from such traffic. I do hope that Her Majesty's Government will not, by any legislative enactment, compel them to furnish accommodation beyond what is absolutely necessary."

210. What would be the effect upon the Post-office communications of entirely preventing trains from carrying the mail-bags upon the railway on a Sunday?—It would be almost impossible for me to state what it might be, but it would decidedly produce great delay. It is here limited to the hours during Divine service, and whether that would be applied merely to the starting of trains during those hours, or to the continuation of trains already upon the road, makes a material difference, because, if they are to stop during that period, the delay will be much greater.

211. Did you understand Mr. Moss to mean that that bye-law of the company would be rigidly enforced?—It is a bye-law not of that company, but of the Manchester and Liverpool.

212. What is that bye-law?—This is the bye-law of the Liverpool and Manchester Railway: "No carriage for the conveyance of passengers shall be allowed to pass along the railway on the Sabbath-day, between the hours of ten in the morning and four in the afternoon."

213. Did you understand Mr. Moss to say, that it was his belief that that bye-law would be enforced against the Post-office?—He said that distinctly.

214. What would be the effect, in your opinion, upon the Post-office communications, of rigidly enforcing that bye-law?—Looking at the Post-office communications, as they are at this moment, it would delay the arrival at Liverpool perhaps a couple of hours, and delay the departure somewhere about that period. I do not speak quite positively. Then a special communication might be established by post-horses or other means from the point where the Grand Junction control ceases, to Liverpool and Manchester, both ways.

215. What would be the effect produced upon the communications of the Post-office to the North?—To the North, at this moment, there would be no injury done. But we must look forward a few months, when the railroad to Preston will be opened. Then the effect would be, that the communications to the North would be delayed. When the railroad is opened the whole way from Birmingham to Preston, the mail, which departs from London at eight o'clock at night, would reach Preston before the hours of Divine service; but putting that out of the question, supposing the same rule is applied to those places as to Manchester and Liverpool, there would be a delay of four to five hours, besides the inconvenience of disarranging the coaches for that particular day.

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216. *Chairman.*] Has there been any negotiation on the part of the Post-office with the London and Birmingham Company, in anticipation of that railroad being opened?—We have had a good deal of communication at different times, and I had the honour of waiting upon the directors the day before yesterday.

217. Lord *Sandon.*] By the time when this contract ceases with the Grand Junction, namely, in February next, will it be any inconvenience to the Post-office to observe the limitations, with respect to the Sabbath, which are imposed by the bye-law of the Liverpool and Manchester Railroad?—So far as the London post goes, I do not apprehend it will: but I am not in a position to make that statement; for we have come to no arrangement with the London and Birmingham Railway directors yet.

218. But you anticipate an arrangement by which that will not be inconvenient?—As regards the London post; but we have a dispatch from Liverpool, and a dispatch from Manchester, and a dispatch from Birmingham, now, at half-past eleven in the morning, for local purposes, and for conveying bye correspondence. That is to say, from Manchester and Liverpool to Birmingham, and from Birmingham to Manchester and Liverpool, quite independent of the London communication. We have then a dispatch from Birmingham at half-past two again, which is independent of the London.

219. Would that come across the railway at the forbidden hours?—Yes; the half-past eleven would; not the half-past two. But I think we ought to assume, when there is this difficulty thrown in our way, that the same difficulty may arise on other railroads.

220. Would you not think it desirable, in making any Post-office arrangements, as far as you could consistently with the consideration of public convenience, to endeavour to avoid interfering with the moral and religious feelings of the great population with which you come into contact?—I act solely as an agent; and I must be guided by what the Postmaster-general would direct in that matter.

221. Mr. *Gillon.*] Do not you consider it indispensably requisite, looking at the more extended chain of communication by railway, that the Post-office should be completely unfettered by any bye-laws of railway companies as to travelling on Sunday?—I think it should be unfettered.

222. Do not you think it is dangerous to admit the principle of the establishment of bye-laws, which, though not inconvenient at present, may afterwards be the occasion of great and general inconvenience?—I think it would, certainly.

223. Mr. *Wallace.*] As superintendent of mail-coaches, and consequently cognizant of the whole undertakings of the Post-office through the means of mail-coaches, do not you consider that it would greatly cramp and inconvenience the arrangements and expediting of the mails throughout the country, if any bye-law or other law should interrupt the Post-office upon the Sunday by a railway any more than by turnpike-roads?—It certainly would, if the communication came within those hours, most assuredly.

224. Do you not contemplate that mail-coaches must be travelling on railroads upon the Sunday at all hours, as they are now travelling at all hours upon turnpike roads?—They would most assuredly, if the communications are dispatched to London in the morning.

225. Without looking to London, but looking to Ireland and Scotland, when railways become general, would it not be necessary that the Post-office, for the convenience of the public, should have a right to run their mails at all times on Sundays along the railways as freely as they do along turnpike-roads?—I think undoubtedly they ought to have the right of doing so.

226. Mr. *Easthope.*] Upon a consideration of that subject, do you deem it to be essential to the convenience of the Post-office that it should have that power?—I should say, as a general answer, certainly.

227. Have you reflected upon the subject sufficiently to form an opinion that there would be great practical inconvenience resulting from sections of railroads being under the influence of bye-laws against Sunday travelling?—I think it would be very inconvenient.

228. And therefore you think, in the present imperfect state of railway communication, it would be dangerous to the public convenience if there were any positive rules laid down?—I think it might be.

229. Mr. *Wallace.*] Will you state to the Committee what has been the effect of the delays which have taken place between Birmingham and Warrington, both ways, upon the communications to the north of England and Scotland, especially

to

to Edinburgh and Glasgow?—There has been a considerable delay and time lost on different occasions between Birmingham and Warrington, which has affected the arrival both at Glasgow and at Edinburgh; on some occasions very considerably.

230. Will you state the result and the effects of those irregularities?—I have not the paper which applies to Glasgow and Edinburgh, but I can show the time which has been lost between Birmingham and Warrington, owing sometimes to the breaking of an axletree, or sometimes from want of water or other causes. I thought, from what I saw in the newspaper, that it was attributable to the coaches, and not wholly to the railway, and I thought it right to examine the bills very carefully, not exactly from the commencement, but beginning at the end of the first month, because everything was so much in disorder at the commencement, and I found that although there are three mail-coaches travelling nightly 108 miles, with all the liabilities to casualties and accidents, and the road at this moment between London and Birmingham is in a very imperfect state owing to improvements going on, I found there were six failures only from August 1st to November 30th, inclusive, in the coaches' arrival at the railway station at Birmingham. There were three not above five minutes after seven, one was 12 minutes after seven, and two 25 minutes after seven; but I have assumed that we ought to be there at 10 minutes before seven to allow 10 minutes for the transfer of the bags; and then that the Post-office will stand as follows with regard to the mails: that during August there was not one failure after that period; during September there was not one, and during October not one; but during November there were 10 times that they were after 10 minutes before seven for the three mail-coaches. There was one only three minutes behind its time; once three minutes; three times only five minutes; once 10 minutes; once 13 minutes; once 15 minutes; once 22 minutes, and twice 35 minutes, owing to accidents in some cases; one time a horse fell dead, another a horse kicked, and others the bad state of the road; in fact I have travelled over it myself two or three times, and it is almost in a dangerous state, and it is to me surprising how the time has been kept in the night.

231. Mr. *Loch.*] Have you ever received any communication from Sir Edward Lees, with respect to the state of the Edinburgh and Glasgow mails, arising out of those delays?—Yes, there have been representations.

232. To what effect?—Stating that there has been great inconvenience to the correspondence northward, and also that the new mail-coach to Dundee has sometimes lost the London mail of that day owing to its being essential that it should start at the precise hour, in consequence of the ferry across the Firth of Forth; there has been a loss seven times.

233. Then what became of the letters?—The letters to Dundee go by the other north mail in the afternoon.

234. That is a great way round, is it not?—It is. The fact is, that that mail is too precisely fixed to insure its regularity; if it does not go off at the exact moment, it is too late for the ferry.

235. Mr. *Easthope.*] You stated that the reason why the mails had been delayed in the month of November much more frequently was the bad state of the road?—November is a very bad month generally.

236. Is there any specific cause besides the weather to which you attribute the present bad state of the road?—It is under repair. At this moment very large works are going on, cutting through hills, and filling up vallies.

237. Will you state anything you know about these repairs?—I am unable to give any precise information; they are making a tram-road I have observed.

238. Mr. *Loch.*] Do you carry the mail by the Newcastle and Carlisle railroad?—No; we have not found it convenient to do so.

239. Lord *Granville Somerset.*] With regard to the right of the Post-office to charge a high rate for passengers in case of their keeping engines of their own, you said that you have never looked at the Act of Parliament under which the Grand Junction Railroad is incorporated?—No, I have not.

240. Will you have the goodness to look at the Act? (*the same being shown to the Witness*). Do not you see, by clause 106 in that Act, that no parties, whoever they may be, who carry passengers along that railroad, can charge beyond a definite sum for each passenger?—Yes; I perceive that they cannot charge above a definite sum.

241. Including the railroad rate?—Yes, including everything.

242. That being the case, then, whatever superior advantage a railroad train belonging

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belonging to the Post-office might possess, the Post-office could not charge any very extraordinary price by way of remuneration?—Not any very extraordinary price, but still perhaps a higher price than would be charged for common carriages.

243. Do you conceive that that higher price could in any degree recompense the Post-office for the very extraordinary outlay that having a special establishment for these matters must necessarily cause?—I doubt whether it would.

244. Will you state what the prices are which are authorized by the Act?—They are authorized to charge for every person conveyed in any uncovered carriage a sum not exceeding 2 ½ *d.* a mile; for any person in a covered carriage a sum not exceeding 3 *d.* a mile; for every person in a four-inside or mail-carriage, a sum not exceeding 3 ½ *d.* a mile.

245. Mr. *Hutton.*] Can you state how much less than that sum is now charged?—The charge for a passenger from Birmingham to Liverpool for a common carriage is 1 *l.* 1 *s.* for 97 miles, and the charge by the mail is 1 *l.* 5 *s.*, that is about 3 *d.*; the additional halfpenny would be about 4 *s.* more.

246. *Chairman.*] Are the Committee to understand, that the result of your observation leads you to conclude, that it would be impossible for the Post-office to undertake, on its own account, to carry the mails upon the railways at anything like a reasonable expense?—From all the inquiry I have made, it seems to me that it would be very difficult, if not impossible.

247. Do you then conclude that the power of having an establishment of its own is no effectual check upon the monopoly which the railway companies possess?—I doubt whether it be, but that must be the result of very great calculation.

248. Have you made those calculations?—The calculation I have made is so rough, that I can hardly say that it is to be depended upon. I made inquiry with regard to the expense of an engine; but I am unable to say what the per-centage is for wear and tear; they tell me that it lasts 10 years.

249. Must not you have officers and engineers of your own?—You must either do that or hire locomotive power.

250. Does not the property on both sides of the railway exclusively belong to the railway company?—Immediately on each side.

251. Then, except by the permission of that company, the Post-office could not establish the stations which would be necessary in the event of its having an establishment of its own, and trains upon the railway?—It would seem to me impracticable for the Post-office to take any steps independent of the railroad proprietors; it must be done by their consent, in a great measure, as to the use of their station-houses, and particularly their station-houses at the termini.

252. Do you believe that in the event of the Post-office thinking fit to establish upon the railways its own trains, the companies would be ready to furnish the necessary facilities to the Post-office for that purpose?—I can only say, that in all my communications with them there seems to be a great readiness to comply with our wishes, except when we came to the point of price.

253. Did you ever ask them that question, whether they would be disposed to facilitate an establishment of that kind on the part of the Post-office?—So far as the Grand Junction is concerned, I think their own proposition, that they would let the Post-office go on lower terms than the Act authorizes them to demand, seemed to show a readiness to do that.

254. Mr. *Easthope.*] Are you aware that the railroad proprietors are not compelled by the Act of Parliament to be carriers?—I have understood so.

255. Are you aware that they are compelled by Act of Parliament to afford all those facilities that they themselves possess to anybody that may choose to become carriers?—I have not examined the Act.

256. Mr. *Greene.*] But even if there were not a clause to that effect, is not it competent to any person to make a railway connecting with the great railway?—I should apprehend so, by an Act of Parliament.

257. Lord *Granville Somerset.*] Even supposing you made this arrangement, according to your own view of what is right, with the Grand Junction Company, must you not after that make arrangements with other companies, such as the London and Birmingham, and others, before the communications can be properly established?—Yes.

258. And also continuing the railway communication in every direction you will have to negotiate with different companies?—Yes.

259. And, therefore, if you attempted to put railroad engines belonging to the Post-office on any particular railroad, an arrangement which might be convenient so far as that railway was concerned, might be overturned at the will of other companies?—Yes, as I said before, the only way in which it can be at all entertained must be upon some grand trunk, not upon shorter railroads.

260. Therefore you would be exposed not merely to the difficulty of getting over the opinions or pretensions of one particular body of railroad proprietors, but you would have to fight the battle probably with other railroad companies before you could do anything really efficient?—Under the present state of things, unless some law was passed.

261. Therefore what the Post-office requires is a law which should override all local or partial legislation, and enable the Post-office to look at the subject with regard to the grand communications throughout the country?—Yes.

262. *Chairman.*] You stated that there had been some negotiation between the Post-office and the London and Birmingham Company?—There has been some, but there has been nothing definitively settled.

263. You cannot state any terms that were proposed by the London and Birmingham Railway or by the Postmaster-general?—No, it is not in my power to do so; in fact, I think the question of terms has not been much discussed, but it was promised by the directors that the Post-office should hear from them shortly upon the subject.

264. Lord *Sandon.*] Have you made any inquiries which led you to form an opinion whether or not it would be possible to contract with other persons, not the directors of the railroad, to furnish locomotive power for the conveyance of the mails?—I have not. If the Post-office had its own engines, and went independently of the railroad proprietors as carriers, the only reasonable plan seemed to me, to be for them to hire locomotive engines.

265. You have not yet ascertained whether a class of persons exists, who would be inclined to undertake, as a trade, the furnishing of locomotive power upon railroads not their own?—I have not made any inquiry upon that subject.

266. Mr. *Wallace.*] Under the agreement you now have for having the mail carried between Birmingham and Manchester and Liverpool, have you any control over the time within which the mails shall be conveyed?—We have not. The railroad proprietors declined to sign any contract; a contract was prepared and sent to them, but they decline executing it.

267. At present, it is in evidence, that occasionally the delays are to the extent of two hours, or even three hours and a quarter. Now those delays may be increased to any extent under the agreement you now have?—Most assuredly we have no power over them, at this moment, by penalty, or any other means.

268. Only by remonstrance?—We write to them immediately, and we find them anxious to do the best they can to remedy any delay.

269. What is your own opinion as to the cause of the delay generally?—Though I am no good judge in matters of that kind, I think it has a great deal arisen from the thing being in its infancy, and that all their arrangements have not been completed. I hear also that they have been disappointed as to the supply of engines; but I should think that after a time they will get more regular. Indeed, from the negotiation which I have put in, the Committee will observe that they will subject themselves to penalties if they exceed the time.

270. Do you send the time-bills all the way from London to Edinburgh and Glasgow?—We do not, under these new arrangements. The old time-bills went the whole way to Edinburgh, but not by Carlisle; and when the arrangements are more finished, there will be arrangements to send the time-bill through to Edinburgh.

271. Why do not you send them both ways?—There is such a very limited time for transferring the bags, and handing over the bill from the guard, and getting an answer as to what may have happened in the intermediate space, that it was considered more convenient to have two bills. But after a little time that will right itself, and we shall have the bills through again.

272. Then the postmasters at Edinburgh and Glasgow have no means of knowing whether it is the mail-coaches which have caused the delays which have taken place?—They have not at the moment, but they always know the cause. One guard communicates it to another, and although it may not appear specifically in the time-bill, it is known.

273. Would it not be expedient, now that that establishment has gone on several

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months, to cause the time-bill to be sent both ways?—I do not see any practical objection to it after a little time; but we rather delayed it till we got the Birmingham Railway opened to Denbigh Hall from Rugby; but I apprehend that it is a thing that might be effected. We might have short bills as well as the others.

274. Mr. *Loch.*] Under the new contract it is proposed to take a longer time than before from Birmingham to Manchester and Liverpool?—Yes; half an hour one way, and a quarter of an hour the other.

275. What is the reason for prolonging the time?—That the time which has been fixed has been so often exceeded. But I understand that they hope to keep the four hours and thirty minutes; but they will not be liable to a penalty for not keeping the time at present.

276. *Chairman.*] When you were conducting this negotiation with the Grand Junction Railway Company, were you aware of an agreement entered into in 1833 between the Duke of Richmond, who was at that time Postmaster-general, and the Grand Junction Railway Company with respect to the charge that was to be made to the Post-office?—I was not.

277. That agreement was never alluded to on the part of the company nor by yourself?—It was unknown to me entirely; it was not alluded to by the company.

278. Have you seen the minute of the Duke of Richmond upon that subject?—I have.

279. Do you think that if the provisions which are contemplated in that minute were carried into effect, the Post-office would be enabled to have the mails conveyed upon easier terms?—The terms appear to me to be reasonable. It seems, as all the papers of the Duke are, to be most sagacious and applicable to the difficulties that he expected the Post-office would encounter. But it is right to say that we have paid the Grand Junction much less than we should have paid by the Duke of Richmond's minute; so that, as far as the Grand Junction has hitherto been concerned, they appear to me to have been considerable losers, as far as terms are concerned.

280. Is it, therefore, your opinion that the Grand Junction Railway may fairly raise its price upon the Post-office considerably, although you think that that rise has been too great in the terms that they asked you?—If they were to raise it even to the terms of the Duke of Richmond, it would be considerably higher than now; but it depends upon whether the trains are special or not. The grand distinction to be made is whether we regulate the time of dispatch, or whether they do. If they regulate the time of dispatch, I cannot help thinking that we ought to go at a very reasonable rate, and I think that the Duke of Richmond's proposition was a very wise and sagacious one, and very proper; a penny a mile for the passengers, and a penny a mile for the mail.

281. Mr. *Wallace.*] Have you offered any additional remuneration to the Grand Junction Company to carry the mails more regularly for you, finding you have no control over them?—They have given us notice to quit, and in the negotiation we had with them we were then prepared to hear what they had to say; and, as far as we were able, to judge what might be right, but we are obliged to comply with what they may demand.

282. Have you endeavoured in any way to have the mails more regularly carried by giving a more ample remuneration to the company?—We have not taken any means to do that. We have understood that they have exerted themselves to the utmost, and I am informed by some of the directors that they are getting engines to remedy all those inconveniences, which was almost impossible before, as I understand.

283. Would it not be reasonable, where so large a correspondence is concerned, to offer them at once some fair remuneration for taking what you call your two grand northern dispatches backwards and forwards?—We considered that the terms which we entered into with them were to run on till they got into a better state; it was always considered a temporary arrangement.

284. Mr. *Gillon.*] You have no penalty for not keeping time?—No; they declined entering into any contract upon that subject.

285. Mr. *Baring.*] Was it ever stated that the irregularities arose from your not paying them sufficiently?—No, I do not think it is the cause at all.

286. Mr. *Easthope.*] You stated that the railroad directors appear to have made every possible exertion in their power?—They do, certainly; we found every readiness

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readiness to do what they could. They consented to wait on occasions of snow or inconveniences that might arise, that we could not control, and they have had an engine ready at other times when the regular one had started. Only the other day, we sent an engine to catch a train, owing to an accident that befel the coach.

287. Does not it appear to you manifest that they are still making increased exertion, and contemplate prospectively to give you much greater security for regularity in conveyance?—Most undoubtedly the result of my negotiation is entirely to that effect.

288. Do not you consider a great portion of the irregularity that has existed to be consequent upon the immature state of all their arrangements?—Quite so, as I have stated before; and I think there is no question about that.

289. In all your communications with the proprietors, does there appear any conclusive evidence of their wishing to make profit from the Post-office, or does not it appear to you that they are desirous of fixing as low a sum for their conveyance as they can afford?—I think that I have already answered that question as regards my opinion of the sum of 10 *l.* per trip, which appeared to me to be excessive, but I modified that by a statement, that it would perhaps not be excessive if they were obliged to go at night without passengers; and to render it fair and equitable to them, as well as to the Post-office, I pressed that they should give us a notion of what a remunerative price would be to them, and that all above that remunerative price should go to the reduction of the Post-office charge, until it became what would appear to us fair and reasonable.

290. You were understood to say that it appeared to you excessive as compared with 1 *l.* 1 *s.*, which they agreed for before?—Yes, and as compared with what we have always paid by mail-coaches.

291. Has there appeared to you any disposition on the part of the directors to ask a sum beyond that which they were obliged in consideration of their own expenditure?—I think my evidence as to the sum they have demanded must be an answer to that. I have already stated that whenever we use their trains at their own hours I think we ought to go at a very reasonable charge, on account of the means we have hitherto had for conveying the correspondence through the country being really cut away from us by their superior mode.

292. Mr. *Gillon.*] Do not you apprehend that unless you are protected by some legislative enactment the Post-office will be compelled to make exorbitant contracts with the railway companies to carry the mails?—I cannot say what we shall be compelled to do, but we shall be liable to that, and I think we ought not to be in that position.

293. Mr. *Baring.*] The Post-office must have been perfectly aware that the conveying of the mails by the railroads, when first the railroads came into operation, must be liable to these uncertainties and imperfections?—Certainly; I may state that I have looked over with care what took place upon the short road of the Manchester and Liverpool; 10 minutes lost in 30 miles is hardly observed, but when you come to multiply that by four it becomes important.

294. At the time it was under consideration whether they should adopt the railroad communication between Manchester and Liverpool you were aware that, at the commencement of the system, there must be these imperfections?—Certainly.

295. As far as the Post-office is concerned, of course it would have been infinitely more for their convenience to have waited till the system was matured?—Certainly.

296. But it was for the purpose of benefiting the public that the Post-office took steps for giving the public the benefit of whatever convenience they could from the new mode of communication?—Certainly.

James Brownell Boothby, Esq, called in; and examined.

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297. *Chairman.*] YOU are a director of the London and Birmingham Railway Company?—I am.

298. Where do you reside?—In Liverpool.

299. Mr. *Loch.*] Have you any statement to make relative to the condition of the London and Birmingham Railroad, as connected with the Post-office service?—The railroad not having at present any connexion with the Post-office, I have no statement to make as to any connexion with the Post-office.

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300. Is there any statement connected with the London and Birmingham Railroad that you wish to make prospectively as to the conveyance of letters by the railway?—I wish to state the present position of the railway, and our prospect as to when the road may be in a fair state to take the mail, and particularly I wish to make a statement as to the minute which has been put in by Mr. Louis as the minute of the Duke of Richmond; also, I should wish to state, with the permission of the Committee, some positive evidence which I can give as to the present actual cost of locomotive power, as well as other expenses attendant upon the working of the railway by night.

301. As to the expense of running a train by night, as connected with which you have heard what Mr. Louis has stated as to the sum demanded by the Grand Junction Railway, do you conceive that to be a fair demand on the part of the Grand Junction Railroad?—I believe it to be much less than it would cost them.

302. Will you state the particulars that lead you to that conclusion?—By the last printed report of the Liverpool and Manchester Company, which is the only company carrying passengers upon a large scale, from which any fair data can be taken, it appears by their printed report, that their locomotive power cost 22,154 *l.* 19 *s.* 6 *d.* for the half year ending the 30th of June in the present year. I have ascertained the number of trips performed, in that half year, of passengers and goods; taking it at 30 miles per trip, and there were 6,416 trips performed, which gives a cost of 3 *l.* 9 *s.* 1 *d.* per trip, or equal to 2 *s.* 4 *d.* per mile for the distance run by the engines; I have also a document which, though not published, is so far authentic, that it is an account drawn up for the information of the Liverpool and Manchester board, and from this I have been able to ascertain the number of trips performed during the last five half years, and I find that the average expense, for the five half years, has been 3 *l.* 4 *s.*, which is less than the last half year for the 30 miles, or equal to 2 *s.* 1 ½ *d.* per single mile. Now this expense does not include anything but the actual current expenses; it does not include anything for the capital invested in the engines or their deterioration, but the actual expenses enumerated, which I will read:—"Coke and carting; wages to coke-fillers and watering-engines; gas, oil, tallow, hemp, &c.; copper, brass, iron, timber, &c. for repairs; men's wages, repairing; engine-men and firemen's wages; new engines," which are not enumerated, "new wheels, axles, pistons, &c.; coal for pumping-engines," &c., amounting to 22,154 *l.*

303. Lord *Granville Somerset.*] Upon the item of new engines, do you know whether there is any increase in that half year?—I am not able to state that; but taking the average of the five years, I presume that the new engines are merely replacing such as have been worn out.

304. Then you do not include, in your calculation, the prime cost?—Not the prime cost, nor interest of money for the capital invested.

305. Mr. *Loch.*] There is not included anything for the cost of the establishment?—Not for any other establishment than what is here stated.

306. Lord *Sandon.*] Only the establishment specifically appropriated to the working of the locomotive power?—Yes, the locomotive power has cost the Liverpool and Manchester Company by this calculation, which I believe to be accurate, an average of 2 *s.* 1 ½ *d.*, by the average of the last five half yearly reports; but by the last half yearly report, it comes to 2 *s.* 4 ½ *d.*, which is accounted for by the increased speed at which we now run, and by a rather higher price for coke.

307. Does that include the stationary engine?—No, that is a separate charge of 960 *l.* for the half year.

308. Mr. *Hutton.*] What further additions would you make to it before you arrive at the cost it would be to the company to carry the mails?—The addition to that would be the interest upon the capital invested in the engines.

309. Would there not also be the expense of carriages?—Undoubtedly, if the Post-office require a separate carriage, which I have understood from Mr. Louis they do, then the wear and tear of that would form a separate item of expense; the Liverpool and Manchester bag is so light, that it forms no important consideration; but I understood from Mr. Louis, that the night mail from London to Birmingham might be from two tons weight to three tons weight, and of course that would require a separate carriage.

310. Would there not also be additional expense in the shape of wages to clerks, and to persons at the different stations, to perform the service of the railroad

road during the night?—That forms another expense; that is a point to which I would wish particularly to call the attention of the Committee.

311. Mr. *Baring.*] Are any new engines included in that account?—"New engines" is stated here, but I believe it does not exceed one or two; I am not able to state positively the number.

312. Mr. *Hutton.*] You have stated that the expense is 2 *s.* 1½ *d.* per mile; how much weight is it calculated that a locomotive engine is to carry?—The power of locomotive engines varies very much, both in their construction and in their size, and the road they have to run upon.

313. Lord *Granville Somerset.*] Can you state what was the amount of loads carried by the power of which the expense was what you have stated?—I cannot state it accurately; but I think I can approximate to it. I think the average load of goods may be perhaps about 35 tons, and the average load of passengers about 70 tons.

314. Lord *Lowther.*] Which is the most expensive, going quickly with a light load, or going slowly with a heavy load?—I believe that speed is more destructive to the engine, and consequently more expensive than a heavier load at a slower speed. It is the opinion of engineers, that the expense of locomotive power is increased by the square of velocity,—that the most economical speed is about 10 or 12 miles an hour, and that any increase beyond that adds materially to the expense.

315. At what rate do the heavy trains go along?—I believe that the ordinary speed for goods is about 15 miles an hour.

316. Lord *Sandon.*] Are not a great many goods carried by the passengers' train?—Sometimes; but it is not usual.

317. Lord *Granville Somerset.*] What time has been allotted during those last five half years?—It has varied very much during parts of the last two half years. The speed has been very materially increased. The speed has been as much as about 28 miles an hour. The trains have performed the distance in so short a time as an hour and five minutes. I believe the fixed time now by the company is about an hour and 20 minutes; it has been altered lately, in consequence of the increased expense. The expense of 22,154 *l.* for the last half year was upon the smallest receipts; the receipts which show the traffic were 105,000 *l.*, whilst in the previous half year they were 125,000 *l.*, and then the expense of power was only 20,500 *l.*

318. You have stated that the time has latterly been about an hour and 20 minutes from Liverpool to Manchester; what is the time from Manchester to Liverpool?—The same.

319. Then is it supposed to be a dead flat, or are the gradients the same both ways?—The gradients are very good, with the exception of two inclined planes, upon which they have the assistance of a second engine, and there is a gradient of about one in one hundred. But on the remainder of the line the gradients are extremely good.

320. Do you include, in that statement of the engine expenses, the expenses of these inclined planes?—So far as the locomotive engine is concerned.

321. Is it a stationary engine?—No; an assistant locomotive engine.

322. You say that the gradients of the Liverpool and Manchester are very favourable, with that exception; do not the gradients make a difference in the expense?—Unquestionably.

323. Consequently, if this be the expense of a railroad where the gradients are very favourable, a railroad where the gradients are not so favourable would present a greater expense for the engines?—Unquestionably, at the same speed.

324. And any calculation as to expenses must depend very much upon the pace that the engines are to go, and upon the gradients?—The cost of the locomotive power will depend upon the cost of fuel, the gradients worked, the loads, and the speed; all those are elements in the cost.

325. And if you leave out any of those elements, the calculation must be imperfect?—The variation of any of those elements would vary the cost.

326. Looking at those elements, do you consider that the locomotive power can be sustained, upon the Liverpool and Manchester Railroad, at as small a cost as it can upon any other ordinary railroad?—I should say yes; because the cost of fuel at Manchester is much less than in many other parts of the country; the cost of fuel has never exceeded about 25 *s.* a ton. It has varied from 20 *s.* to 25 *s.* 8 *d.* a ton.

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a ton, whilst the London and Birmingham Company at this moment are paying and have been paying, 42 *s.* a ton for coke.

327. Your Birmingham line is now opened about the same distance as the Liverpool and Manchester?—Precisely the same distance, 32 miles.

328. Can you state the expense of the engines upon that line?—It has been so short a time at work that it would be impossible, even during the first half year, because while the engines are new they require much more repair than when they have been some time employed.

329. Did not you then in your calculations take into the account the wear and tear and the prime cost of the engines?—It ought to form a part of the cost.

330. Of course there have been accurate inquiries made as to what ought to be the estimated expense of the engines annually; would you say that 15 per cent. upon the prime cost was a fair allowance for the wear and tear of those locomotive engines?—I should think it too little.

331. How much would you say it ought to be?—I am scarcely prepared to state that; I think that too little, from the little experience we have already had; the ordinary mode of calculation for an engine is, that the repairs amount to the price of the engine in from three years to four years; if three years, it is unfavourable; but if within four years the engine is entirely renewed, that will be 25 per cent.; that is the general opinion.

332. Now, with regard to long lines or short ones, do you conceive that a line of 100 miles will cost proportionably as much for its locomotive power as a line of 30 miles?—No, I do not.

333. What difference do you think it makes?—That must always be matter of computation. The advantages of a long line are, that there are in proportion much fewer stoppages at each end of the line, during which the expenses are going on in the consumption of fuel and wages, which are just as much when she is at rest as when she is at work; therefore an engine performing a journey of 100 miles would be able to perform that at less per mile, than having to perform it in three separate divisions.

334. *Chairman.*] You have stated that you do not consider the terms asked by the Grand Junction Railway of the Post-office for special trains excessive. Do you think it was a reasonable proposition on the part of the Post-office, that whenever those trains became remunerative, that circumstance should be taken into consideration in the bargain that was made between the Post-office and the railway company?—Certainly not.

335. Will you state why?—In order to work the railway by night, it would be necessary to continue through the night the establishment of police, which of course must be a double one. The same men working by day could not be on the road by night. It would also require a fresh number of gatemen and clerks and other officers along the line. Now the number of men at present employed on the London and Birmingham line, between London and Tring, in police and gatekeepers, are 47 on 32 miles. The same number, if not a greater number, ought to be employed at night, in order to keep the road in a safe state for the trains. Then the daily expense of keeping those men is divided upon 20, 30, or 40 trains that may be passing over the line. But if the whole of those expenses are to be charged to one or two trains, for carrying the night mail, the expense becomes exorbitant.

336. Do not your observations rather go to show that those trains are not likely to become remunerative, than as objections to the principle of that circumstance being taken into consideration in case they should become remunerative, contrary to your expectation?—I understood Mr. Louis's proposition, with respect to its being remunerative, to be, that if the money received for passengers exceeded the 10 *l.*, it was to go in reduction of the 10 *l.*; but if those two trains are to be charged with the whole expense of the extra cost of working the railroad by night, then I do not think it is unreasonable. The proposition which I submitted through Mr. Moss, which I dare say he would be willing to accede to, was this, that if the railway were worked by night, an extra charge should be made to the passengers travelling by night over the rate charged by day; that the extra sum which the passengers would pay by night should go towards the night expenses of maintaining the railway, and that the Post-office should pay the difference.

337. Would it not operate as a great discouragement to passengers going by night, if an extra charge was made to them for doing so?—Then the railway company,

company, independently of the Post-office, would not work their line by night, because the expenses would absorb more than the whole receipts of the passengers.

338. Mr. *Easthope.*] Have you not entered into a contract for a supply of locomotive power upon the London and Birmingham line?—Yes, they have.

339. Can you furnish the Committee with the terms of that contract?—I can state the terms thus far; that the contractor is to receive one halfpenny per mile for every ton of goods passed over the line, and a farthing per mile for every passenger; but this contract is, on the part of the contractor, somewhat speculative; he calculates upon a very large traffic, and on conveying at least 100 passengers in each train; therefore, unless the average number should be from 100 to 120, I should doubt whether his contract would be profitable; his engines are capable of taking 200 if they should offer.

340. But the terms are those which you have stated?—They are a farthing per mile for each passenger, and one halfpenny a ton for each ton of goods.

341. Does he provide the locomotive power entirely?—Entirely.

342. Does he provide the capital?—The company furnish the capital, but he is chargeable with interest upon it.

343. Lord *Granville Somerset.*] What interest do they charge upon that capital?—I believe it is five per cent.

344. In this contract, does the contractor furnish everything connected with the locomotive power?—Nothing but the engine and tender, and the men that work it, and the fuel.

345. Lord *Lowther.*] The gatemen and the police are paid by the company?—Yes.

346. Mr. *Baring.*] Does he furnish all the articles that you enumerated as constituting the expense of the locomotive power of the Manchester and Liverpool Railway?—He furnishes all the items that are charged in the account here by the Liverpool and Manchester.

347. Lord *Lowther.*] Do you suppose that 47 people would be necessary as gatekeepers and watchmen for each 32 miles?—At least; I should suppose that the police ought to be extremely careful, and very numerous.

348. What are their wages?—They vary from 18 *s.* to 1 *l.* 1 *s.*; I believe the London and Birmingham pay generally 1 *l.* 1 *s.*

349. *Chairman.*] Do you think 10 *l.* is a reasonable charge for a special train during the day?—If the special train carried merely the mail, I should certainly say so, but if it was a train carrying also passengers for the benefit of the company, I think it might be done for less.

350. If it was a train that had the liberty of carrying passengers, but that was required to start at a time of day which suited the convenience of the Post-office, in that case do you think that 10 *l.* was a reasonable or an excessive charge?—By "a special train," I understand a train that is required upon an emergency, and without notice; but if it is a regular train, appointed at any hour during the day to run at a time appointed by the Post-office, then I think that 10 *l.* is more than should be charged if it be a regularly-appointed train.

351. Can you, off-hand, form any estimate of what would be a reasonable charge, in your opinion, for such a train?—The London and Birmingham Company are now endeavouring to collect such materials as will enable them to make a proposition to the Post-office. Those materials are not before the board, and I am unable to answer that question.

352. Lord *Sandon.*] Would not the propriety of this charge, for a special train, depend upon the more or less degree of convenience to the public which the hour fixed upon by the Post-office might offer, and therefore the more or less likelihood of drawing passengers with it?—Certainly.

353. *Chairman.*] Can you conceive any hour during the daytime which would be so inconvenient to the public, and so entirely preclude the hope of passengers, as to justify such a demand as that?—I am unprepared to answer the question, it must depend on so many other circumstances. If the company had a train running at 12 o'clock, and the Post-office were to require a special train to be dispatched at half-past 12, then I should say the Company would not be more than remunerated by 10 *l.*

354. Would not the obvious policy of the company in that case be to desist from running their train half an hour before what is called the special train?—I believe the London and Birmingham Company, and I believe the Grand Junction Company, have already stated to the Post-office that they are prepared to

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regulate the departure of their trains at half an hour, more or less, to suit the Post-office.

355. Lord *Sandon.*] Would not the parties going by the special train be parties who would otherwise have gone in the other carriages of the company, and therefore those that go would be only so much taken from the other carriages?—Certainly.

356. Therefore they are not to be taken as gain to the company?—Certainly.

357. Mr. *Greene.*] But they would save the company from starting another train?—Yes; I understand a special train to be not an ordinary train. If the company and the Post-office can agree upon the hour of departure, it becomes an ordinary daily train. A special train I understand to be one that is required under special circumstances.

358. Mr. *Easthope.*] Do you happen to know what, in fact, has been usually charged by the Grand Junction Company for special trains by day?—I am not aware.

359. Mr. *Wallace.*] Have you travelled frequently by the Grand Junction?—I have.

360. Have you found the trains keep their time?—Not punctually.

361. Can you give an opinion as to the cause of the want of punctuality?—The cause has been mainly the deficiency of engine-power, and the uncertainty of the loads; they have sometimes had very heavy trains unexpectedly, at other times light ones, and the very heavy trains have caused detention on the way.

362. In short, it would appear to be want of power upon those occasions when they have had so much load?—I believe so.

363. Mr. *Loch.*] Did they not open before they were quite prepared?—I think they commenced carrying the mail at too early a period.

364. Mr. *Wallace.*] You have given the Committee information regarding the railroad from Manchester to Liverpool; can you state the dividends paid upon that railway?—The last dividend was four-and-a-half per cent. for the half year, equal to nine per cent. per annum.

365. Have you reason to know anything of the probable dividend to be paid upon the Grand Junction Railway?—I have no facts to state upon the subject; I have an opinion.

366. There is an opinion generally abroad that they are to divide considerably more than the Manchester and Liverpool, but whether there is any truth in that or not, you are not aware?—I have no materials to form an opinion upon.

367. Can you state what distance it is expected will soon be opened upon the London and Birmingham?—The directors, in January, expect to open from London to Denbigh Hall, 46 miles from London; and from Rugby to Birmingham, 32 miles, that will make 78 miles of railway. The intermediate space between Rugby and Denbigh Hall, 35 miles, we propose to convey passengers in the ordinary coaches.

368. Will there probably be plenty of coaches upon that piece of road to convey passengers?—The company will endeavour to make the best arrangements they can for that purpose.

369. Mr. *Easthope.*] Although you do not know what the dividend contemplated by the Grand Junction Company is, you perhaps do know that they have advanced a large part of the capital for several years without any dividend at all?—There has been no dividend yet.

370. So that the capital has been unproductive as it respects interest?—Certainly.

371. For how many years?—Since the commencement in 1833, about four years; advanced gradually as it was required for the works.

372. You do not know the average period of the advance?—I am not prepared to state.

373. When do you open the whole line?—In the autumn of next year, by September we hope. I beg to state that the directors have intimated to Colonel Maberly their willingness and readiness to undertake the conveyance of the mails in the best manner they can, and as early as possible. We have consulted within the last three days with our engineer upon the subject; he has made a report stating that he thinks by the 1st of March, the London and Birmingham Company may undertake to carry the mails upon their line by day, but that for the first four months after the opening of the line, it will be perfectly unsafe to attempt to work the line by night. The numerous works going on, and the constant repairs, particularly

particularly in the embankments, will require men to be employed the whole of the night working, which would so impede the transmission of carriages, that he recommends upon no account to attempt to work the line for the first three or four months by night.

374. Mr. *Easthope.*] From all you have seen of the accidents and irregularities that have attended the conveyance of the mails, is it strongly your opinion that the mail should not be conveyed by the railroads until they are in a more perfect state than they have hitherto been?—Unquestionably.

375. And that many of the accidents and irregularities that have happened have been consequent upon the immatured state of the railway operations?—There have been within the last week, owing to the changes of weather and the rain, in parts of the London and Birmingham Railway, subsidences of as much as six or eight inches in the course of the night, which renders the railway extremely dangerous, with their great velocity.

376. Do you apprehend that the establishment, even upon the Grand Junction Railway, is as perfect as it may be expected to be in 12 months' time?—Certainly not.

377. And the officers are not so well informed as to their duty as it may be hoped they will become?—Certainly not.

378. Mr. *Loch.*] Then, according to that, the whole line of the Birmingham Railway will not be fit for Post-office purposes till the year 1839?—For night work.

379. *Chairman.*] Are your negotiations with the Post-office in a state of such forwardness that they could be furnished to this Committee in any short space of time?—I think before this day month they can be sent to the Committee.

380. Lord *Granville Somerset.*] With reference to the possibility of other parties than the railroad company being carriers, have you heard of any private parties intending to do it?—The London and Birmingham have already concluded an arrangement with the house of Pickford & Company, to carry goods upon our railway.

381. Does that include passengers?—Merely merchandize.

382. Do you make that a special part of your arrangement?—They only propose to carry merchandize.

383. What facilities of access to your railroad will they have?—The company have undertaken to build such accommodation, and furnish such warehouses as they may require for carrying on their business.

384. Supposing Messrs. Pickford, or any other private individuals, wished to become carriers on your railroad, what legal means have they under your Act of access to your railroad?—I believe there is a clause in the London and Birmingham Act which authorizes the owner or occupier of any land adjoining the railway to have free access to the railway; so that if they purchase a plot of land adjoining our railway they can have access to it by putting rails to join it.

385. Lord *Sandon.*] Have they a right to put rails across the bit of land which you have alongside the railway to join your railway?—Certainly, they have the right of communication.

386. *Chairman.*] Have you any objection to furnish the Committee with the contract with Messrs. Pickford?—The contract has not yet been entered into; being of a private nature, I should question whether I should be at liberty to furnish it.

387. Mr. *Hutton.*] Have the Birmingham Company made a stipulation with Messrs. Pickford as to the rate of speed at which those goods are to be carried?—The arrangements are not yet completed.

388. Mr. *Loch.*] Is it not the fact that no third party could make use of your railroad unless he was an adjoining proprietor, because he could not come into your station with a locomotive engine and make use of that station, and then run along the railroad?—He could not make use of our station, but he might make a station independently, and so get on the railroad.

389. Have your board under consideration the effect of the bye-law of the Liverpool and Manchester Company relative to Sunday travelling?—We had a public discussion upon the subject with our proprietary at the last annual meeting; the question was put whether there should be Sunday travelling or not, and an amendment was moved that Sunday travelling should be prohibited during the hours of Divine service; the consequence of which is that there are no trains dispatched upon the London and Birmingham Railway after nine o'clock till mid-day, then at

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mid-day there is one, and a third train at five in the evening, so that at present there is no travelling on the London and Birmingham during the hours of Divine service.

390. Suppose it was for Post-office purposes necessary to travel during those hours during which ordinary travelling is prohibited, have you any opinion as to what the course would be on the part of the directors of the board?—The power is not vested in the directors; it would be a question for the proprietors to decide.

391. Mr. *Easthope.*] If an individual was to apply to put trains upon your road, subject to all your regulations for the conveyance of passengers, have you formed any determination whether you should admit him to do so or not upon the payment of a toll?—Unquestionably, we should offer no opposition whatever.

392. So that if any coach proprietor, ceasing to be a coach proprietor, chose to become a proprietor of carriages upon your railroad, you would offer no opposition, but would encourage him to do so, upon his paying your toll?—Upon his paying the toll, certainly; it would relieve the railway company from a great outlay of capital, and great trouble in the management, if it could be done, but I doubt the practicability of it.

393. Mr. *Greene.*] In an early part of your evidence, you stated that you wished to make some statement to the Committee respecting the minute of the Duke of Richmond?—Mr. Louis having informed the board of directors that he had sent in to this Committee a copy of the minute of the Duke of Richmond, found in the office of the solicitor of the Post-office, the company's books have been referred to, and at the same date there is a minute entered in the minute-book of the board, which differs very materially from the minute of his Grace the Duke of Richmond, and I would ask the permission of the Committee to deliver in a copy of the minute made in the London and Birmingham Company's minute-book.

[*The same was delivered in and read, as follows:*]

Sir, London and Birmingham Railway Office, 12 December 1837.

In consequence of the intimation conveyed to me, through Mr. Boothby, I have the honour of transmitting to you, for the information of the Committee on Railway Communication, a copy of the minutes of the board of the London and Birmingham Company relative to the proceedings which took place in April 1833, between his Grace the Duke of Richmond and the directors, on the subject of the proposed arrangements between the Post-office and the railway company.

No communication has taken place since that period until the recent renewal of the subject with Colonel Maberly. Allow me, on behalf of the London and Birmingham Railway Company, to state that the directors are most willing to carry into effect the arrangements with the Post-office in such manner as may be conducive to the public service, and at the earliest period when, in the opinion of our engineers, the transmission of the mails may be compatible with the necessary proceedings of the works, and with the attainment of proper regularity in the deliveries.

I have, &c. *Geo. Carr Glyn*, Chairman.

The Right. Hon. Henry Labouchere, M. P., &c. &c.

London and Birmingham Railway.

Extracts from the Minutes of the Parliamentary Committee of the Board of Directors of the 25th, 26th and 29th April 1837.

A deputation from the committee having waited on the Duke of Richmond, the Post-master-general, his grace required that a clause should be introduced in the Bill providing for the conveyance of mails by the railway,

Mr. Barker (solicitor of the Company) read the clause which Mr. H. Freeling had laid before him, providing that the Company should convey all the mails which the Post-office might send by the railway at 1*d.* per mile.

173. Resolved, That in the opinion of this committee it would not be expedient to introduce such clause in the Bill, but that in the event of any specific engagement being required from the company, a contract should be entered into on their behalf, binding them to convey the guards and mails on terms not exceeding the sum paid for the conveyance of other passengers and packages on the railway.

The chairman stated that the resolution, No. 173, passed at the meeting of the 26th instant, had on the same day been communicated to the Duke of Richmond, who requested that it might be left with him, in order that he might confer with Mr. Freeling upon the subject of it.

Mr. Barker reported that at a subsequent interview of the deputation from the two companies with the Duke, his Grace informed them that he had not seen Mr. Henry Freeling, but added, in words to this effect, "I believe, gentlemen, I must take it upon myself; you have promised me a contract, and I shall expect you to give me one as soon as the Act has passed."

(signed) *R. Creed*, Secretary.

394. *Chairman.*] Is there anything else which you wish to state to the Committee?—There is another circumstance, as connected with the night travelling

on

on railways, which I will beg leave to mention, as the subject is not generally well understood. It appeared, in a conference we had with Mr. Louis the other day, that the Post-office would require the power of dispatching night trains or special trains at any hour they choose to appoint. *J. B. Boothby, Esq.* 8 December 1837.

395. Do you mean special trains out of the usual course?—Special trains out of the usual course. The question put to Mr. Louis was, whether the Post-office would undertake not to dispatch trains after eight o'clock at night. Mr. Louis's answer was, that he could not pledge himself to that; that they must have the power of dispatching them at any hour.

396. You mean a train in the nature of an express?—In the nature of an express. Now, the repair of railways, more particularly during the first or second year after their construction, are mainly carried on at night, and it is important that the police and men at work should know precisely when trains are expected, that when the trains have passed they may have a certain time allowed to perform certain work, to take up the rails and repair them. Now, if it were in the power of the Post-office to dispatch trains at any hours, those works could not be carried on at all, and therefore it would be an extremely dangerous power to give to the Post-office, because it would be impossible for the company then to keep the railway in such a state of repair as to ensure the safety of the engine.

397. Mr. *Hutton.*] You have said that one of the great expenses of running trains by night would be that an entirely new staff of police would be necessary; but is not a considerable police already obliged to be kept on the railway at night in consequence of those repairs?—It is quite distinct; the repairs are not performed by the police; the police are merely employed to keep the rails clear; the workmen are men that are working in the maintenance of the way, and are only employed at those parts of the line where the repairs are going on.

398. Mr. *Baring.*] Is that objection of yours a general objection, applying to all periods, or does it apply only to the early periods after the formation of the railway?—It applies more particularly to the first two or three years, during which the repairs are more numerous, but it will apply in a measure to all railroads, and at all periods.

399. Lord *Sandon.*] Is not there a change in the levels going on in all railroads newly made?—Constantly; the report of our engineer was, that he expected a subsidence of 15 feet the first two years, which subsidence is going on weekly, and men are constantly employed at night in raising the rails and putting on fresh ballast; we had a subsidence of six feet in one night upon an embankment between London and Harrow. The embankments upon the London and Birmingham Railway are, some of them, nearly 50 feet high, and consequently the subsidence will go on for a long period.

Martis, 12° die Decembris, 1837.

MEMBERS PRESENT.

Mr. Baring.	Mr. Labouchere.
Mr. Easthope.	Mr. Loch.
Sir Robert Ferguson.	Lord Lowther.
Lord C. Fitzroy.	Lord Sandon.
Mr. Gillon.	Lord Seymour.
Mr. Greene.	Lord Granville Somerset.
Mr. Hutton.	Mr. Wallace.

THE RIGHT HON. HENRY LABOUCHERE, IN THE CHAIR.

John Moss, Esq., called in; and Examined. *John Moss, Esq.* 12 December 1837.

400. *Chairman.*] YOU are connected with one of the railway companies?—I am Chairman of the Grand Junction and one of the Committee of the Liverpool and Manchester.

401. Mr. *Greene.*] What are the termini of the Grand Junction?—Newton and Birmingham.

402. Lord *Granville Somerset.*] But in fact the communication is continued from Newton to Liverpool and to Manchester, and therefore, as far as the public are concerned, it is between Birmingham and Liverpool on the one hand, and Birmingham and Manchester on the other?—It is.

403. Have the Grand Junction Company the power of travelling over a portion

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of the Manchester and Liverpool Railway at all times?—Except Sundays. They have a bye-law which prevents us from travelling. A great deal of discussion has taken place between the two boards, and we have not the power, strictly speaking, under the bye-law. Their bye-laws are different from ours: they are made by the board, and when once made they are passed by two magistrates, and their bye-law declares that no travelling shall take place between the hours of 10 and 4 on Sundays.

404. *Chairman.*] Your power of using the Liverpool and Manchester Railway is derived from an agreement between the Grand Junction Company and the other company?—It is.

405. What is the term of that agreement?—For four years certain, and four years' notice on each side.

406. Mr. *Loch.*] With regard to the subject of travelling on Sunday, which at present is done by the Grand Junction over the Liverpool and Manchester, against the terms of their bye-law, has not that subject been lately discussed at the board of directors at the Liverpool and Manchester?—It has.

407. Was not the discussion adjourned, under the feeling that after the opening of a portion of the London and Birmingham Railroad in point of fact the bye-law of the Manchester and Liverpool Railroad would not come into operation, inasmuch as the arrival at Liverpool and at Manchester would be before the hour fixed upon by that bye-law as the period within which travelling should not take place?—That was the feeling, certainly.

408. *Chairman.*] Do you conceive that it was the intention of the railway company, in making that bye-law, to prevent the transmission of the mails on Sunday, in case it should be found necessary for Post-office purposes to do so?—I should say it was quite the intention of the company to prevent all travelling on Sunday during those hours, either by mails or anything else.

409. Mr. *Wallace.*] Why did they select those hours?—Because they are the hours of Divine service, to enable the people to go to church.

410. Mr. *Loch.*] Is it not the fact, that in the discussion that has taken place at the Liverpool and Manchester board upon that subject, the directors did not bind themselves not to reconsider the subject, provided the mail does not arrive in time for the trains, without giving up that bye-law?—I think not.

411. *Chairman.*] Is it your impression, that even if the effect of carrying that bye-law into operation would be to put an impediment in the way of the transmission of the correspondence of the country through the Post-office, still that bye-law would be persisted in?—I think not. I think that, looking both at the proprietary, and also at the committee, if it could be shown distinctly that it was necessary for the communication through the country, that then they would be induced to do away with the bye-law, so far as the mails are concerned; I do not think they would be induced to start their own trains.

412. Mr. *Easthope.*] But the bye-law, as it now stands, makes no such qualification, but it is imperative in all cases?—It has quite the effect of stopping the mails on Sunday, because on Sunday the same mails do not come that come every other day.

413. *Chairman.*] Do you think it would be objected to on the part of the railway companies, if it was proposed to Parliament to make an enactment which should take away from the railway companies the power of stopping the transmission of the mails on Sunday?—My own opinion is, that they would not object to it, if the Government of the country thought it necessary, but I think they would be able to show that there was no necessity for it.

414. But in the event of a necessity really arising, you do not conceive they would offer any opposition?—I can hardly give any opinion; the two parties are so nearly balanced, that it is impossible to say what would be the feeling; looking at the committee, and looking at the proprietary, I find it impossible to say what would be their feelings.

415. But you stated that the objection appeared to you to apply rather to travelling by passengers, than to the transmission of mails during Sundays?—I am quite certain that if they look to the mails only, no objection would be made; but if they attempted to take passengers along with it, I think there would be an objection.

416. Would not the transmission of the mails along the railway occasion the employment of a considerable number of persons upon the railway on Sunday?—I think, very few. I think, that looking at the hours when the post-offices are shut up in Liverpool and Manchester, and also i London, that it hardly could be required.

417. Mr.

417. Mr. *Easthope.*] Assuming that it was manifest to you that the mails and that the Post-office communications would be inconvenienced by this interdict of Sunday railroad travelling, should you yourself, as a director, think it right to continue the prohibition and the inconvenience?—Certainly not.

418. Mr. *Wallace.*] Have the facilities of travelling generally on Sunday been interrupted by this bye-law of the railway?—I do not think they have.

419. There is as much opportunity for travellers proceeding backwards and forwards in that part of the country, as there was before these railroads were in operation?—I think quite so, and we have never been applied to by any parties to open the road on a Sunday; we have never had a single application, I mean at those hours.

420. Lord *Granville Somerset.*] At what hour do the trains leave Birmingham on Sunday?—At seven o'clock in the morning, at half-after eleven, at half-after two, and at seven in the evening.

421. At what times do they leave Liverpool upon the Sunday?—In the morning at half-after six, at half-after eleven, at half-after two, at half-after six in the evening.

422. Then, in fact, they do travel regularly on the Sunday?—They do.

423. Therefore, of course, they can have had no experience of any inconvenience which might arise, supposing the trains were taken off during the mid-day, between Liverpool and Birmingham?—None at all.

424. At what times do the trains leave that run between Liverpool and Manchester?—On Sundays they have a first-class train at eight o'clock, and another at five; a second-class train at seven o'clock, and another at half-past five in the evening.

425. Then, so far as the communication between Liverpool and Manchester is concerned, the mid-day of Sunday is kept quiet?—Quite quiet.

426. But your trains belonging to the Grand Junction may use that portion of the Liverpool and Manchester Railway which is necessary to have communication between Newton and Liverpool?—Yes.

427. Four times a day each way?—Yes.

428. *Chairman.*] Do you think it probable that on the Grand Junction Railway a similar bye-law will be introduced?—I do not think that it will; in fact, we can make bye-laws ourselves, without going before the magistrates; I have great doubts whether we have power to do it under our Act of Parliament, because I think the road quite belongs to the public, and that, although we might not think proper to run our own trains on Sunday, the public might do it.

429. Mr. *Wallace.*] Would not the effect of stopping the two trains which now run between 10 and four on Sunday, be to prevent all passengers coming by sea to Liverpool from moving onwards for six hours on each Sunday?—Provided they arrived before 10 o'clock.

430. As a person perfectly acquainted with the trade and commerce of this country, and the requirements of public men, would that be what you conceive would be a proper rule as regards the public advantage?—I think it would, myself; I think it is quite sufficient to have the other hours. As I have understood, very few of the coaches from Liverpool and Birmingham ever started during the hours of Divine service before.

431. In the event of such a law being enforced, would not the effect naturally be, that passengers must spend their time in public-houses and hotels, in place of going onwards along the railway?—I should say they might go to church, if they pleased.

432. Mr. *Easthope.*] From your observation of the population upon that line, and the disposition that there appears to be to pay attention to the Sabbath, is it your opinion that the public may be safely left to itself, without any positive enactment about it?—I am quite sure they may be safely left; for instance, it is well known that there was a very strong memorial sent in to us, both by Liverpool and also by Birmingham, not to travel upon the Grand Junction Railroad during the hours of Divine service; and we had no application to travel from any one person in Liverpool, that I am aware of.

433. Is it not the fact, that you would not, in practice, start trains, unless there was a sufficient number of passengers to pay you for taking those trains?—Of course.

434. Then, if that be the fact, is it or is it not your opinion, that there would be a sufficient number, from the general disposition to observe the Sunday, to pay you

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for the trains during the hours you have spoken of generally on Sundays?—I could not give an opinion upon that; I think you might create a taste for travelling on Sunday, so that it might pay us; rather than go to church they might like to travel; but I do not think it is desirable to create the taste.

435. Lord *Granville Somerset.*] Can you state what are the number of passengers now travelling usually on the Sunday?—I have not got it here.

436. Can you state whether or no your trains that go are as much employed upon the Sunday as they are upon other days in the week?—Not quite so much; but there is sufficient to pay us for the expense.

437. *Chairman.*] Are you cognizant of the negotiation which has been recently going on between the Post-office and the Grand Junction Railway Company?—Yes.

438. What were the terms which, in that negotiation, you demanded for the use of a special train?—Ten pounds we proposed to charge.

439. What do you mean by a "special train"?—I mean a train that is completely under the control of the Post-office, to start when they like, and stop as long as they like, and do what they please.

440. In your negotiation with the Post-office, did not you object to take into consideration the circumstance of that train being or not being remunerative?—We did in this respect: it might start for the Post-office so as to take our passengers away, who would go by other trains if it was not for that.

441. Do you think it was just, for instance, to ask as much for a special train that started in the daytime, when you probably could get passengers to go by it, as you would for a special train that went at the most inconvenient hour of the night?—They require from us as much accommodation as takes 20 passengers, and those 20 passengers pay us now 20 *l.*, and all we asked was to charge them one-half what we charged 20 passengers; they require all the accommodation that is given in three carriages and a half.

442. Mr. *Greene.*] Then how is it that you carry the mails, at the present moment, at 21 *s.*?—We carry them now at 21 *s.*; and the Post-office demanded as much room as would take 20 passengers, and we thought that we were justifiable in charging them half as much as we should charge 20 passengers.

443. Do the Post-office now occupy as much room as 20 passengers?—No; their demand is to build a carriage which would occupy as much room as 20 passengers, and to have it always at their disposal.

444. How many passengers is the present mail accommodation equal to?—It does not take any room. There is merely a person sitting outside, with an imperial upon the top.

445. Then this increased charge is rather for the additional carriage that was required than for the mere transit of the letters?—Yes. Our proposal was to take all the letters they pleased at the present price, whenever we had a train going, which is a very small sum.

446. Mr. *Wallace.*] But without fixing yourselves to a time?—Without fixing ourselves to a time.

447. Lord *Sandon.*] At the same time you would agree not to change your time without giving considerable notice to the Post-office?—Of course, we should do that; we should change as little as possible. Sometimes trains do not fill. Upon the Liverpool and Manchester we vary them very often.

448. *Chairman.*] Why do you ask so very much higher price for a special train going in the daytime, than that which you charge for the conveyance of the mail-bag by one of your usual trains?—In the present ordinary conveyance of the mail-bags they merely take a seat outside for the guard, and an imperial upon the top. Now in the special train that Mr. Louis spoke of, he said "We must have as much room as will take 20 people in your carriages; we must have power to detain it as long as we please, and whenever we please, and to go whenever we think proper, to stop when we think proper, and to change it from time to time; and, in fact, to place it under our direction."

449. Lord *Lowther.*] Did he state the terms in writing?—"The directors must consider the grand dispatch to and from London as a night train, and the charge they will make the Post-office for those trains will be 10 *l.* sterling each trip, each way. A trip to be understood as comprising the distance between Birmingham, Liverpool, and Manchester; the speed not to exceed five hours from Liverpool and Manchester to Birmingham, and not to exceed four hours and 45 minutes from Birmingham to Liverpool and Manchester; the speed being fixed, they agree for the

the above sum, to put these night trains entirely under the control of the Post-office, as to the hours of departure and stoppages on the line, which are to be altered or regulated according to the convenience of the Post-office; the Post-office to be allowed a special carriage, or as much space as is occupied on four wheels; the directors to build the body in all respects according to the plan or notions of the Post-office authorities; persons belonging to the Post-office, and *bonâ fide* employed on Post-office business on the railway, and having charge or custody of the mails, to go free in this carriage." In short, we offered them as much accommodation for 10 *l.*, as we should charge anybody else 20 *l.* for.

450. Mr. *Baring*.] Was that sum of 20 *l.* stated after the demand for space or before?—After the demand for space.

451. Will you recollect whether you did not demand the 10 *l.*, and that after that demand of 10 *l.*, the Post-office then asked for space?—I should say that that could not be the case, because whenever they pay 5 *l.* they have only half the space. As far as my recollection goes, we commenced with the view of their requiring all this space.

452. Did you, or did you not, ask the 10 *l.* first, and after you had asked the 10 *l.*, did not the Post-office then say "then we must have space"?—I should certainly say not; as far as my own recollection goes, I always contemplated space along with the 10 *l.*

453. *Chairman*.] Would not a special train at night be a great deal more expensive than a special train in the daytime?—A great deal more expensive.

454. Then why do you charge the same sum for the two?—This is called a night train.

455. You charge 10 *l.* for what you call a special train during the daytime as well as during the night?—It says, "The directors cannot consider the grand dispatch to and from London as a night train." We were told that the mail would start at eight o'clock in the evening from each place.

456. Suppose you should be required to convey what is called the grand dispatch at some hour in the daytime, do you conceive that in that event, by the terms of that agreement, you would be entitled to charge 10 *l.* for the use of that train?—I think if they only want half the room we should charge 5 *l.*

457. But supposing they wanted the whole room?—I can hardly say what would be the charge then.

458. What is your interpretation of the agreement with regard to that point?—I should think we should not charge 10 *l.* in that case.

459. What do you suppose you would be entitled to charge?—We wished to know what the Post-office wanted.

460. As you took a part in drawing up an agreement with the Post-office, in which you contemplated the possibility of the grand dispatch being sent by a special train, and made arrangements for the sum that is to be paid by the Post-office to you, are you not able to state to this Committee what is the sum that you think you would be entitled to receive under that article of the agreement in that case?—The first question we should ask the Post-office would be, "Do you mean to have the power of altering your hours as you please?"

461. The question is this: suppose the Post-office require you to convey what is called the grand dispatch by a special train during the daytime, what would you charge for the use of that special train to the Post-office, supposing the same space of carriage to be required, and in all other respects everything else to be the same as it would be with a special train sent in the night?—I should say, if the Post-office required that we should give them the power of altering the trains when they please, and stopping whenever they please, and doing whatever they please, it would not be worth our while to do it for less than 10 *l.*

462. How do you make what you have now said agree with what you said before, that the expense of running a train during the night is much greater than during the day?—I think it is much greater.

463. Then would it be just in you to require the same price for a special train during the day as during the night?—I think the inconvenience of giving the Post-office this power would be greater during the day than during the night.

464. The question, by the words "special train," does not mean a train out of the regular course, but a train for the conveyance of the grand dispatch put upon your railway by the Post-office at any hour during the daytime?—In fixing 10 *l.* we certainly had in view that which Mr. Louis said they required. If Mr. Louis would state what they would require, our board would be glad to meet it.

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465. If you can afford to do that for 10 *l.* during the night, why cannot you afford to do it at less than 10 *l.* during the day?—It is not a question of affording, it is as to our tolls.

466. Is not the price of the tolls one of the elements of the expense?—If we were to charge for tolls it would come to a very serious sum more than I have put down.

467. Mr. *Loch.*] In your opinion, would the 10 *l.* that you propose to charge, pay you for all the expenses of the special train?—Not at all. There is hardly a day occurs that we do not refuse to send a special train for 20 *l.*

468. By a "special train" you mean an express train?—Yes.

469. But in the questions now put to you, it is not intended to speak of a train out of the regular course, but a train employed upon the service of the Post-office?—If we have six departures in a day, and the Post-office requires a seventh, it would be very inconvenient to us.

470. Would not the inconvenience merely be this, that you would probably put down one of your own, and fall into one of the special trains of the Post-office?—Then the inconvenience is that a number of persons are waiting; and gentlemen's carriages are waiting for the mails arriving, which must go off at a certain hour, whether the mails arrive or not. The last week there has been hardly a day but we have waited half an hour at Birmingham for the mail arriving, and we have had great complaints from all the passengers.

471. Do you conceive that the inconvenience you have mentioned is so great as to justify you in asking the same price for a train during the day, as for a train during the night?—I have great doubts whether that train would be desirable for passengers. If the Post-office required great regularity, and said, 'You must wait till this train arrives from London, you must always wait, whatever the consequence is,' I have great doubts whether it would be desirable to take passengers at all by that train. If there are 50 people waiting at Birmingham, in our coaches, and gentlemen wanting to go to Ireland, they would never be content to be kept waiting for the mails.

472. You stated before that it was a much more expensive thing to run a train during the night than during the day; will you state in what the increased expense consists?—Because all the gate-men and the different officers are engaged by the day. Of course we must have persons to pay at night, if we run a train by night; and there is another inconvenience, because we repair the road at night. Then, according to the present system, we have an engine waiting every 20 or 25 miles, in case the trains do not arrive, to go off to bring the trains on; then the same thing must occur at night, and we must keep the people at the engine, and the firemen, waiting all night.

473. Lord *Granville Somerset.*] Would it not be an increased expense almost to the extent of doubling the wages of that class of men?—I think so.

474. Can you state what is the expense for the wages of the individuals employed either upon the railway or attending upon the train?—I cannot; but Mr. Locke is here, who is our engineer, and Mr. Earle, who has attended more to the details.

475. *Chairman.*] In your negotiation with the Post-office, why did you object to take into consideration the circumstance of the trains being remunerative?—I do not know what times the Post-office might wish to start; and therefore, although the train that took the mails might remunerate, still it might interfere with our other trains going, and therefore I did not wish to couple our own passengers, whom we shall be required to take regularly, with the trains that go for the Post-office.

476. But making every deduction for that circumstance, do not you think it would be just, that if, by the night trains, passengers were disposed to go, you should deduct something from the charge that you make to the Post-office, in consequence of the remuneration you would receive?—My own opinion is, that the charge to the Post-office would not be are muneration hardly for taking them; although we think that we do charge that which is perhaps considered very high, I think the inconvenience and expense of locomotive power is much greater than is generally believed.

477. But that answer would rather go to prove that it is not very likely that those trains would be remunerative, than to object to the principle of taking it into consideration in case it should appear to be so?—It would be almost impossible

possible to state whether it was so, because if it were remunerative we must stop some of our other trains, if that took passengers in the night.

478. Still it would be of very little consequence to you as a company whether you received your money from the train that carried the Post-office bag or from a train that did not?—I should recommend that we should only send goods at night, because for passengers you must have speed and you must have regularity. If we bind ourselves under a penalty of 500 *l.* to have these engines always kept waiting, the sum of 10 *l.*, I consider, is a very small remuneration; we should not do it for anybody but the Post-office; it would not be worth our while.

479. Mr. *Loch.*] Then it is your opinion that the 10 *l.* would not pay the cost of establishing and carrying on this special train at night?—I do not think it would; we are not carriers, we are only toll-keepers.

480. Lord *Sandon.*] At any rate it would not give you that remuneration which you would expect from a similar train in the service of individuals?—We have found it necessary the last fortnight to stop all similar trains giving us 20 *l.*

481. Mr. *Hutton.*] If it is expensive to you to send a special train required for a certain occasion, and which is not likely to occur again for weeks and months, it must be much more expensive to an establishment like yours to furnish a special train where you know it will be required daily?—Certainly.

482. Therefore the analogy you would draw between a special train, required upon a particular occasion, and one required every day, is scarcely a fair one?—Independently of the engines that are wanted with the special train, we must have four or five engines waiting in case of any accident, and we must have the steam up. The steam must be up in all those five engines during the whole night as long as they go; the fires must be lighted, and the enginemen and firemen must both be there.

483. Lord *Granville Somerset.*] Will you state in what particular service those special trains were employed which have been recently stopped?—Carrying information for the newspapers.

484. Were those regularly employed as much as three or four times a week?—Once or twice a week they come down, and ask us to go on with them, and therefore we are under no tie to keep things ready for them; it was only when it suited our convenience that we took them, and we have given directions to our engineer at Birmingham not to take them any more.

485. Mr. *Wallace.*] You said the passengers complained of being detained at Birmingham half an hour frequently; what is the cause of the detention?—The non-arrival of the mails at Birmingham.

486. Have you any accurate account of the delays in the arrival of the mails?—I have not got any with me at present.

487. But it extends to half an hour generally?—The agreement formerly was to wait a quarter of an hour for the arrival of the mail. Since Mr. Louis came down and asked us to wait half an hour, we find they have taken the half hour. In short, all that we have given they have taken.

488. Mr. *Easthope.*] Can you furnish a correct account of the time of the irregularity?—I think Mr. Earle has an account.

489. Mr. *Baring.*] What do the tolls amount to upon a Post-office train; what you call a special train?—It would be so much for each person; it would depend upon what they carried and the weight.

490. You calculate they would deprive you of 20 passengers?—Yes.

491. What is the average weight that you carry for the Post-office?—I do not exactly know.

492. Lord *Granville Somerset.*] Can you state the calculations upon which you made the proposal to the Post-office?—My calculation was made upon the quantity of room they required.

493. Mr. *Baring.*] What would be the toll upon a carriage that is supposed to carry 20 persons?—The maximum toll is 2*d.* for each person per mile.

494. What would that come to?—About 17*s.* for each passenger for the tolls only; that does not include the engine or the carriage.

495. Lord *Sandon.*] What are you empowered to charge, both under the head of tolls and of carriage?—Carriage is not mentioned at all; we are merely toll proprietors.

496. Mr. *Wallace.*] You are aware that there have been considerable delays in conveying the mails along the railway, as well as to the railway, can you account for those delays?—I think the engines, many of them, were not so good when first

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we commenced as they are now; we have strengthened the engines; our engines we got from a great number of persons, and some of them did not answer so well as others.

497. Then you attribute it to want of power?—So far as that many of the engines were not made so good as others; but the parties that made them have replaced them with new axletrees, and I believe they are going on very regularly now.

498. There have been accidents occasionally taking place?—A great many.

499. Are those accidents to be attributed to having overloaded an engine not quite competent to its duty?—I think not.

500. Are you of opinion that overloading an engine is not dangerous upon a railroad?—I think it is extremely dangerous; I think that overloading any steam power is dangerous, because it makes it liable to break much sooner.

501. You were understood to say, that want of power was the cause of the delays on the railway?—I should say rather, that the engines themselves have not been so perfect as they ought to have been.

502. Do you mean that they were not competent to drag along the weight in sufficient time?—I think almost all our delays have arisen from the axletrees breaking.

503. Barring accidents, the question is as to the delays?—I think very few delays have taken place, barring accidents.

504. It is in evidence before this Committee that many delays have taken place without accidents?—For instance, if we going along fall in with a train of goods belonging to any other railway, that will delay us; suppose that in going along we fall in with another train of goods going before us, of course we must wait till they get out of the way, we cannot pass them.

505. *Chairman.*] Are you compelled by your Act of Parliament to keep the railway in repair?—Yes.

506. Lord *Granville Somerset.*] In the negotiation with Mr. Louis for the Post-office, on the subject of these various arrangements, has any proposition ever been made to your company by that department to examine your books or documents so as to enable them to found a judgment as to the real expenses to which the company would be put by this arrangement?—I am not aware of any such application.

507. Would any objection be started on your part to a fair inspection of the accounts?—I do not think we could give any inspection of the accounts that would be of any use; the engines are all new, and the carriages are all new, and therefore that which may be comparatively unexpensive by-and-by, would be at present extremely expensive.

508. Then it is entirely guess-work?—Entirely guess-work. As far as the Liverpool and Manchester goes, all their accounts are published, and therefore Mr. Louis can get the whole of those; of course ours will be published at the end of the half year.

509. Cannot you state whether or not, since the Grand Junction has been opened, it has been a losing or a gaining concern?—No doubt a very profitable concern.

510. *Chairman.*] You stated that you were bound by Act of Parliament to keep the railway in repair; supposing it is out of repair, do you suppose that you are indictable at common law?—I cannot answer that question.

511. What remedy would the public have if by neglect the railway became dangerous or impassable?—I cannot answer that question.

512. Mr. *Easthope.*] Is not it the interest of the railway company to take care that no such contingency as that shall happen?—Clearly so.

513. Is it not in your opinion so essential to every view of profit, that it is quite impossible you should overlook it?—We go further than that, because we have contracted in the Liverpool and Manchester, and also in the Grand Junction we wished to contract, with persons to keep the railway in repair; but we think it so important not to allow it to go out of repair, that we have done away with the contract, and do it ourselves.

514. *Chairman.*] Suppose the case of a railway which was not lucrative, which did not pay its expenses, what remedy do you apprehend the public would have in case the railway became utterly impassable or dangerous by neglect?—It would be shut up, I think.

515. You imagine that that would at any time be in the power of the proprietors of the railway if they thought fit?—I cannot fancy it possible that any railway would not pay the expenses of keeping it in repair.

516. Mr. *Easthope.*] If the railway was not in repair there could be no revenue?—No revenue whatever; the revenue is derived from the greatest possible state of repair of the railway.

517. If there was even a slight want of repair, would not the damage to the railroad proprietors be so large as to make it a matter, for their own interest, of essential importance to keep it in repair?—Quite so; I should consider that the machinery itself, and the locomotive engines, would be so much injured by the least want of repair.

518. Mr. *Loch.*] Supposing the London and Birmingham, and the Grand Junction, and the Liverpool and Manchester, were to combine against the Post-office, what remedy have the Post-office of enforcing a fair bargain on behalf of the public?—I consider that they have a right to start a train themselves. None of the three bodies are carriers, strictly speaking; the Liverpool and Manchester have tried to let the power, but we cannot get any person to take it.

519. Then the only remedy which the Post-office has is by putting locomotive engines upon the line itself?—Yes.

520. Would not that be a great expense to the Post-office?—It certainly would.

521. Lord *Lowther.*] Would you have the power of limiting them as to hours?—I think not.

522. Could they run their train at night?—Yes, they could.

523. Mr. *Baring.*] You would charge tolls upon them?—Of course.

524. *Chairman.*] If the Post-office run a train at night on their own account, would not the whole expense of watching the road, and other incidental expenses, lie upon them?—I think not.

525. Is the company bound to keep the railway passable by night as well as day?—I think they are.

526. Lord *Lowther.*] You said you exercised the power to stop the special trains which you mentioned; now could not you exercise the same power to stop special trains for the Post-office?—We have no power to stop them, but we may refuse to find engines.

527. Mr. *Gillon.*] You mean to say that any person has the power to start an engine upon your railway at any hour he pleases?—Yes.

528. Have you any rules about regulation of speed?—We have the power of making bye-laws upon the railway, which would of course apply equally to ourselves as to everybody else.

529. Would not that power of any individual starting an engine upon the railway, if he choose to go at a very slow speed, embarrass the whole traffic of the railway?—Of course it would.

530. Have you any power to remedy that?—I should say that we have the power of making bye-laws, and perhaps under that power we could regulate the speed, but then the same bye-laws apply to ourselves as to everybody else. Every individual in the kingdom has a right to become a carrier upon the railroad, upon the same terms that we are.

531. Lord *Granville Somerset.*] Might not your bye-laws prevent the Post-office from keeping the Post-office time?—It would equally affect ourselves. If they wanted to go at greater speed than our trains went, of course it might have that effect.

532. Might it not impede their proceeding on the public duty at night, in the same way as a resolution about Sunday may impede them upon that day of the week?—I think it might.

533. Therefore, in point of fact, though the public may be carriers, still the company have the power, by means of their bye-laws, of preventing their executing their duty at such time as may be necessary?—No railway company would think of doing that.

534. The question is as to the fact?—There is no question, that if we leave a waggon upon the road, it would upset the coaches.

535. *Chairman.*] Would the Post-office have a right to make use of your stations?—Certainly; no question of it.

536. Could they construct and occupy, on the line of the railway, offices for the transaction of their business. The question refers to persons to take care of the engines, and so on?—Certainly.

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537. Supposing the Post-office were desirous of contracting with a third party, who were carriers, to undertake the transmission of the mails, do you think that they would find parties disposed to enter into that agreement with them?—I think there would be a great deal of difficulty, because we ourselves were very anxious to contract, and we advertised, and we had not a single person that would bid for it.

538. To what do you attribute that reluctance to enter into a contract of that description?—I think that locomotive power is not sufficiently known. No person likes to contract, and becoming liable for the consequences of irregularity.

539. Does it require a great capital?—No, I do not think it does, because we should have been glad to have found the capital, taking security upon the engines.

540. You attribute it rather to the little experience which the public have had in business of that kind?—Very often an accident happens, and then the expense might be so great that it might injure them seriously, in case of fire, and many other things.

541. Have you entered into any contract with Messrs. Pickford?—Not at all.

542. Mr. *Gillon.*] May not that reluctance be partly attributable to this, that the railway proprietors have the power at any time, by running toll-free upon their own road, of running any competing company off the road?—We do not wish to be carriers at all; we would much rather simplify our own trade, and as far as Manchester and Liverpool were concerned, get persons to contract to supply us with locomotive power upon any terms; but though we advertised in Liverpool three months we had not a single bidder when the day came.

543. You said the railway was a very profitable concern; then it is entirely as toll proprietors that you find it so?—From tolls only. If we were to separate the one from the other, and take the tolls each day that we are entitled to take, we should get nothing for our engines. For instance, the fare to Birmingham is a guinea, which we calculate, upon the average, to amount to 16 *s.*, which is not more than the tolls.

544. *Chairman.*] Then you make your profit as toll-owners, not as carriers?—Just so.

545. Mr. *Gillon.*] Do you hold that any persons would have a right to erect stations for their own convenience upon the sides of the railway?—Decidedly so.

546. Does not the property of the land belong to you as a company?—We have not more than a yard upon each side; and any person can make a railroad to join us that pleases.

547. That is, they could erect a station upon the ground beyond what you occupy as a railway company?—Yes.

548. Lord *Lowther.*] There are three feet adjoining your railroad which is your property; could they pass through those three feet of land?—Any person could put their own rails into our railway, only doing it in such a way as our engineer approves.

549. Is there a special clause to that effect?—Yes.

550. *Chairman.*] Is that the case with the Manchester and Liverpool?—Yes; the same in every railway, I believe.

551. Mr. *Wallace.*] You attribute partly the difficulty of finding persons to put on locomotive power upon the railways to the objection that is felt to being bound to perform regularly the duty; do you conceive there is any great difficulty in locomotive power performing its duty regularly and precisely as to time?—I am afraid there is; I never found two persons hardly who could agree as to what speed they should go at.

552. Do you conceive that there is any difficulty in finding locomotives to perform a journey within a certain time, over a certain space, precisely?—I think there is; it depends, of course, a great deal upon the rapidity with which you advertise to go.

553. But if a certain time and speed be agreed to, are you of opinion that it can be performed or not?—I think we have done all that we could, and yet we have great complaints.

554. Lord *Granville Somerset.*] Do you not anticipate hereafter greater regularity?—I am sure of it; the thing will be better understood a few years hence than it is now. I am only sorry that we could not be allowed just to try a year or two to see what could be done, because the thing is still in its infancy.

555. Do any carriers besides the Manchester and Liverpool Company employ your railroad?—Yes, several.

556. The whole distance?—Three-fourths of the distance; from Bolton they come on to Liverpool and to Manchester, and several individuals also; there are three or four coal proprietors. Mr. Halton has his own engines.

557. Lord *Sandon.*] When you advertised for power upon the Manchester and Liverpool Railroad you advertised for the whole power that was to be employed in working the railroad?—Yes.

558. But perhaps the same difficulty might not occur if the advertisement were for a particular carriage at a particular hour, such as the Post-office might require?—I think perhaps not.

559. Mr. *Loch.*] Does not the expense of locomotive power increase very much according to the velocity with which the engine goes?—I think very much indeed.

560. Sir *Robert Ferguson.*] After what rate does it increase?—I am not an engineer, and I would rather refer that question to the engineer of the company.

561. Lord *Granville Somerset.*] You have stated that the Grand Junction Railway has been a lucrative concern since its opening; now, to arrive at the conclusion, of course you must take the profit on one side and the expenses on the other; are you not able, therefore, to state what those expenses are, under the several heads of wages and engines, and so forth?—No; I should state the receipts on the one side, and the general expenses on the other, of all railways, as far as we know.

562. The question refers particularly to the Grand Junction?—It is impossible to state; because, for instance, we have 60,000*l.* laid out in engines and carriages, and we cannot tell what we are to put down for the wear and tear of those.

563. Your difficulty arises from not being able to ascertain the precise per-centage for wear and tear upon the stock of engines?—That is one difficulty; another difficulty is, that we give our secretary 1,000*l.* salary. If that is to be divided over a large sum, of course it comes to a smaller per-centage. I should say that the Liverpool and Manchester is the best criterion of the general expenses.

564. It is a cheaper line, in consequence of its gradients, is it not?—No, I do not think it is.

565. If it is not a cheaper line in consequence of its gradients, is it not a dearer line because of the shortness of its extent?—Yes; it is a dearer line.

566. Therefore, whatever the per-centage of expense may be upon the Manchester and Liverpool, it will, at all events, cover the expense of the line between Birmingham and Liverpool?—I think it would.

567. But you are not able to state any positive data upon which you have asked the Post-office to give such and such sums for the conveyance of the mails?—No; my data would be our charges, which are nearly the same as the Liverpool and Manchester per mile for passengers. The Post-office asked us "What would you charge for such and such accommodation?" We said "That accommodation would contain 20 persons; we should charge those persons 20*l.*, and we will take it for you for 10*l.*"

568. Supposing the Post-office was to say 'We do not want accommodation for 20 persons, but for 10,' what difference would that make?—One-half.

569. That is to say, you would charge in that case 5*l.* instead of 10*l.*?—Then I should say it is still a question whether it is desirable to go at night at all.

570. In that case, then, whether it was 10 or 20 passengers, you would charge the same?—I am afraid that we must, for a night train. We would rather be without the night train, if it is possible, altogether. We want the night for repairing our road. Also, in case of any accident happening in the night it is much worse. Then, taking into account the keeping all those persons up, and taking one thing with another, I should think it well deserves that; but this arrangement was only proposed to be for six months' notice on each side.

571. *Chairman.*] Do you mean to say that you consider it rather in the light of an experiment, than that you feel satisfied that those are the terms upon which a permanent arrangement ought to be concluded between the two parties?—I am sure that we should be quite open to any fair arrangement after the experience of six months' trial. One great difficulty has been to know what the Post-office wanted. They kept asking, as abstract questions, what we should do for so and so; but we have never had any accurate statement of what they actually do want.

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572. Mr. *Gillon.*] Would you have any objection to allow an officer of the Post-office to inspect your books, so as to ascertain at what rate you could run?—I should say they may ascertain that much better from the Liverpool and Manchester published accounts than from our books, because ours will not tell them what the expense of the wear and tear of engines is.

573. Mr. *Easthope.*] Should not you be perfectly willing to give the Post-office all the information you possess to guide them in forming an opinion as to the terms they ought to make?—With the greatest pleasure in the world.

574. Is the Committee to understand that the desire of the Grand Junction directors is to be relieved as much as they can be from the details of management?—Certainly.

575. And that you would be very desirous to find persons to become carriers?—To find us the power and everything. It is the unanimous feeling of the board to endeavour to get persons to do that.

576. Is it your opinion that the reason why you have not been able to make progress in these arrangements is from the thing being as yet speculative, and from persons not clearly knowing what they can do, and what they ought to do?—Yes.

577. Do you contemplate that probably much greater advances will be made in a short time, and that before long all parties will know much more about it?—Quite so. I should say that as good an engine-maker as any in the kingdom, a great house in Manchester, has itself made engines of which almost every axletree has broken. The last of the axletrees has broken upon our railroad, and they have re-supplied them at their own expense, showing clearly that the thing is not understood sufficiently as yet.

578. Mr. *Baring.*] You stated that you would have no objection to furnish the Post-office with any information which might enable them to consider the terms to which they would accede. Would you have any objection to accede in cases of difference to an arbitration, one party to be proposed by the Post-office, another by the company, and a third party to be selected by those two, and those parties to settle the terms, and to have the power of looking into the whole matter, and saying what they thought was a fair and proper sum to be paid?—I am sure, as far as I am individually concerned, and I believe it would be the feeling of the company, that we should be very glad of anything of that kind.

579. And in such case you would have no objection that those parties should have the full power of looking into your books, and ascertaining what would be a fair charge?—I think they would ascertain what would be a fair charge better in other ways without looking at our books; from inquiring of engine-makers.

580. Supposing they should wish to have further information, do you think there would be any objection, on the part of the company, to give that information?—I think not.

581. Lord *Granville Somerset.*] Your own impression would be in favour of affording information—Quite so.

582. Mr. *Easthope.*] Is the Committee to understand that in all your conversations and negotiations with the Post-office, you have felt a difficulty, in consequence of not exactly knowing your own situation, not knowing what they positively would want, and not knowing what the charges would be that you would be put to?—The Post-office required so very much from us; they sent down a contract signed, which certainly was anything but such a one as we could really look at: it would have taken the whole power out of our hands. Having commenced this railroad without knowing the number of passengers we should have, we found soon that the trains which carried the mails did not fill at all; that they went with only seven or eight, or sometimes two persons to Birmingham. We asked the Post-office to alter the hour, and the answer was, No; they would not allow us to alter at all; so that we were compelled to go, although we only took, in many instances, eight or nine passengers all the way to Birmingham; and my opinion is, that we are losing a considerable sum of money every day by carrying the mails now, because the same passengers that go by the early and late mail would go now in the next trains, if those mails were not there; and I should say that those trains go almost exclusively for the Post-office.

583. *Chairman.*] Did your objection to the contract that the Post-office proposed to you apply to the money terms of the contract, or to the other stipulations?—I should say both one and the other.

584. Have you got a copy of the contract which the Post-office proposed to you to agree to?—I have. *John Moss*, Esq.

585. Will you have the goodness to deliver it in? 12 December 1837.

[*The same was delivered in, and read, as follows:*]

HEADS OF RAILWAY CONTRACT.

The Grand Junction Railway Company to convey, by such railway carriages as shall from time to time be approved of by the Postmaster-general, all such mails or bags of letters and newspapers as shall for that purpose be tendered to the company, or any of their agents or servants, by the Postmaster-general or any of his officers, with a guard in charge thereof, four times every day from Birmingham to Liverpool and Manchester respectively, and four times every day from Liverpool and Manchester respectively to Birmingham. The following to be the hours and times of dispatch, the time or space within which the distances shall be performed, and the hours and times of arrival respectively.

DISPATCH.	Time within which the Distances shall be performed.	Arrival at Liverpool and Manchester respectively.
From Birmingham:		
Seven o'clock and half-past eleven, A.M.; half-past two o'clock and half-past six o'clock, P.M.		
From Liverpool and Manchester respectively:		Arrival at Birmingham.
Half-past six o'clock and half-past eleven, A.M.; half-past two o'clock and half-past six, P.M.		

The carriages to be worked and the mails to be conveyed at such a rate of speed as will perform the distances within the time or space abovementioned. The Postmaster-general may require any of the said hours of dispatch to be altered, in which case a proportionate alteration to be made in the hours and times of arrival.

The Postmaster-general to be at liberty to forward additional mail-bags at any other hours of the day at which railway trains or carriages shall start to or from any of the places aforesaid. If, from accident, or any other cause whatever, any of the mail-bags to be forwarded and conveyed by the said railway carriages shall not reach Birmingham, Liverpool, and Manchester, by the hours and times hereinbefore appointed for the dispatch of the mail-bags from those places, or shall not reach Newton, from the North, at the time appointed for that purpose, the company shall, to prevent as far as may be the correspondence of the country from being interrupted, detain the railway carriages for the space of unless the mail-bags shall sooner arrive.

The company to receive, take up, and deliver and leave mail-bags at all such intermediate towns and places on the line of the railway as the Postmaster-general shall from time to time order and direct, and particularly shall take up at Birmingham, and leave at Newton, mail-bags for places to the north of Newton, and take up at Newton mail-bags coming from the north of that place. The charge for conveyance to be 3 *s.*, and three-eighths of a penny per cwt. for the mail-bags each way, being at the rate of three-eighths of a penny for every single mile, and 8 *s.* 1 *d.* for the guard, being at the rate of 1 *d.* for every single mile, to be paid quarterly. Any weight under half a cwt. to be paid for as half a cwt.; above half a cwt., and not exceeding 1 cwt., to be paid for as 1 cwt.; above 1 cwt., and not exceeding 1½ cwt., to be paid for as only 1 cwt.; above 1½ cwt., and not exceeding 2 cwt., to be paid for as 2 cwt.; above 2 cwt., and not exceeding 2½ cwt., to be paid for as 2 cwt.; and in the like proportions for any greater weight. The weight to be ascertained when the mail-bags are taken up at Birmingham, Liverpool, Manchester, and Newton, and (except the bags going to or coming from places to the north of Newton, and left or taken up at Newton) the aforesaid rate or charge shall be payable for the entire distance between Birmingham, Liverpool, and Manchester (being 97 miles). And as to the mail-bags taken up at Birmingham and left at Newton, and bags from places to the north of Newton, taken up at Newton, the said rate or charge shall be payable for the distance between Birmingham and Newton only, being 84 miles. No additional charge to be made for any other bags taken up at towns or places through or near which the railway passes; and on the other hand, no deduction or allowance shall be made for the weight of the bags delivered or left at any towns or places on the road. The company to make and build in or upon each carriage employed for the conveyance of the mails, to the satisfaction of the Postmaster-general, or such person as he shall nominate in that behalf, a seat, and under or near the same a box or boxes (sufficiently large and capacious to contain all the mail-bags), with locks and keys to such box or boxes, for the exclusive

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conveyance and use of the mail-bags, and the guard in charge thereof, or, if required by the Postmaster-general, or such person as aforesaid, shall appropriate, for that purpose, the whole inside of any such carriage.

No person other than the guard to be allowed to ride near the said bags, or the place wherein they shall be deposited, other than an inspector of mails, or spare guard, who shall be at liberty to travel occasionally by the railway carriages, free of charge, provided he sits with the regular guard.

The company to observe and obey the orders and directions of the Postmaster-general, relative to the conveyance and security of the mails, the places and situations in the railway trains of the carriages containing the mails, and otherwise relative to the due performance of the contract, and particularly so, that the Postmaster-general shall not be under the necessity of dispatching more than one guard in charge of the mails by each train.

In case of any accidents to the railway or the railway carriages, the mails and guard in charge thereof to be immediately forwarded on at the sole costs and charges of the company. If the Postmaster-general shall be obliged to forward the mails and guard, in consequence of any refusal or neglect of the company, or any accident, the company to bear any expense which may be thereby incurred. The contract to commence on the day of and to continue until determined by 12 calendar months' previous notice in writing on either side. Power for Postmaster-general to determine it immediately, in case of breach or default. The company to be bound to the Crown in a penalty of for due performance of the contract.

586. Will you state the terms of that contract to which you objected?—The terms are that we are to fix particular hours for starting. First of all, certain hours of dispatch are fixed, and the time within which the journey will be performed; they require us to put down also the hours of arrival at Liverpool and Manchester respectively. Those are things which we could not pretend to state, because they talked of penalties afterwards, if not performed.

587. In the contract which you yourself proposed to sign with the Post-office, do you not stipulate to perform the distance in a certain time?—Supposing no accident happened to the engine.

588. Mr. *Baring*.] If you had contracted with parties for the steam power upon the line, should not you have inserted penalties in the contract?—No; I think we should have given them a certain time, within half an hour, or something of that sort, for arrival; we should have half an hour allowed beyond the proper time fixed.

589. Mr. *Easthope*.] Will you state your other objections to the proposed contract?—The next thing was that the Post-office may require any of the hours of dispatch to be altered, in which case a proportionate alteration is to be made in the hours and times of arrival. Now, that would have been to us a very great inconvenience, because they pay us only a very few shillings for the carriage of the mails, and a number of passengers expecting to go by a train would never consent to have the hour altered.

590. Did the Post-office propose to give you notice of the alteration?—It is not said so here.

591. What is the next point to which you object?—The Postmaster-general was to be at liberty to forward additional bags by any other trains which might go. Then, "if from any accident, or other cause whatever, any of the mail-bags to be forwarded and conveyed by the railway company shall not reach Birmingham, Liverpool, and Manchester, by the hours and times hereinbefore mentioned appointed for the dispatch of the mail-bags from those places, or shall not reach Newton in time," then we are to forfeit a certain sum; they left the sum in blank. Now, in just starting a railway, when we can hardly tell what an engine would do, we do not like the idea of forfeiting a sum for not keeping time. The next was, "The company to receive, take up, and deliver, and leave bags at all intermediate places that the Postmaster-general shall direct." That would lose us, perhaps, three minutes at each place; which, upon our first-class trains, would be a very serious thing. Then the charge for conveyance to be 3*s.* and three-eighths of a penny for the mail-bags per hundred weight each way, and 8*s.* 4*d.* for the guard. Then we were required "to make and build on or upon each carriage employed for the conveyance of the mail, to the satisfaction of the Postmaster-general, a seat, and under or near the same a box or boxes, sufficiently large and capacious to contain all the mail-bags, or, if required, the Postmaster-general shall have the power to appropriate for that purpose the whole inside of any such carriage; no person other than the guard to be allowed to ride near the said bags or the place wherein they shall be deposited other than an inspector of mails or spare guard." Now, we could not tell how

how far that might extend, because if the Postmaster-general thought proper to put a great number of bags, and to require that no person should sit near to them, it was a question how far that might go.

592. Mr. *Easthope.*] Would not you think it reasonable that the Postmaster-general should require that nobody should sit near the bags so as to have access to them?—I think it is quite reasonable, but then I think it should not be at the price that was talked of for this. Then "the Company to obey and observe the orders and directions of the Postmaster-general relative to the conveyance and security of the mails, the places and situations in the railway trains." In short, placing the whole railway under the direction of the Postmaster-general.

593. What did you understand by that last provision?—We were so alarmed when we saw it that we at last would not sign the contract.

594. What did you understand it to mean?—That they were in fact to take the whole control of the trains; that the trains were to be considered, as the mail-coaches now are, under their control.

595. Why would that be inconvenient?—Because the public at each station expecting to go by the trains, any alteration would be inconveniently felt.

596. Would not the same care that led to the expedition of the Post-office bags also lead to the quick transmission of passengers?—No; because it might happen that the Post-office might keep the mail half an hour in London, or at any other place, and then all the parties would be waiting.

597. Do you think it probable that that would be the case?—It is now. When Mr. Louis was down he asked us to allow them to stop a quarter of an hour longer in Birmingham, and we said we had no objection, and they began immediately to take the quarter of an hour more.

598. Would that be any grievous inconvenience to the public?—I should say very great indeed; suppose there are three or four gentlemen's carriages going to Ireland, who can only arrive in time by going by a particular train, they would complain very much if they were stopped by the mails.

599. *Chairman.*] Are not the stipulations you have enumerated, in all the material points, very similar to those regarding the special trains in the agreement which you have signed with the Post-office?—Yes; and that is the reason why, looking at those special trains, we charged so much higher for them.

600. Then your objection to the proposition of the Post-office was rather a question of price, than any great alarm at the vagueness, or onerous nature, of the other conditions that were proposed to you?—Our wish has been, from the first, to give to the Post-office every possible accommodation, if they would only say what they want; but we could not afford to give them the accommodation required here, at the price they wished to pay us.

601. Then it all comes to a question of price?—Quite so.

602. Mr. *Easthope.*] Is the Committee to understand that you would not mind giving up the management of the train, and the power of regulating it, if the price paid was satisfactory?—So far as this: I should say in that case, we should not use it as a train to carry the public, because we must be regular with the public.

603. Then you would contemplate that if the Post-office were to have this independent control, it should be altogether a distinct conveyance?—If it was found to interfere with the other, if they changed the hour, for instance, then we should not attempt to take passengers along with them.

604. *Chairman.*] You proceed upon the supposition that it would not be for your advantage to send passengers by a train that conveyed the mail-bags?—Not if they were liable to any alterations, or to stop for the arrival of the mail.

605. But if, ultimately, it was found that the hours did not greatly vary at which those trains were dispatched for the service of the Post-office, and the passengers did, in point of fact, go by them, do you think it would be unjust to take that circumstance into consideration in settling the payment which the Post-office were to make to the company?—I should say that it would not be unjust to take that or any other circumstance into consideration at any time they pleased; we should be very glad to take it into consideration, and to reduce the price if we could.

606. Then why did you object to the proposal of the Post-office, that on that event occurring it should be taken into consideration in regulating the price?—I hardly objected to it; but as far as I objected to it, it was because it would be difficult to say whether the passengers would not have gone by the other train; for instance, suppose they had a train going half an hour after our regular train, many

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passengers that would otherwise have gone in the train before would wait for the other half an hour afterwards.

607. Mr. *Greene.*] But observing the general regularity of the mails, have you any great reason to anticipate such frequent changes of time as would cause any serious inconvenience to the railway?—It is rather the changes of the Post-office; they demand to be allowed to change whenever they please.

608. Have you any reason to anticipate that they would make any such frequent changes, seeing the regularity that has existed, with respect to the mails, for a long series of years?—When they ask to be allowed to change when they please, we, of course, conclude that they have some reason for it.

609. Lord *Granville Somerset.*] Is it not probable that, considering the great change that must occur in all the communications of the country, in consequence of the formation of railroads now in progress, or which hereafter may be in progress, that changes will take place beyond anything that you can now calculate upon?—I am quite sure of it.

610. Is not your disposition, therefore, rather not to enter into any permanent contract at this moment, and to put off any definite arrangement, till you, on the part of the company, can see a little more as to your own source of profit, and also as to the probable demand of the Post-office?—Our proposition was, that we should be bound; but that the Post-office might close, any day that they pleased, all the trains, or any one of them.

611. Though you demand these high rates now, do you not contemplate the possibility of hereafter reducing those rates considerably, and without sacrifice on the part of the proprietors?—I think very probably.

612. Mr. *Baring.*] You are understood to say, that the special trains which carry the mails stop oftener in the course of their passage than your trains would. Will not that make them more convenient for passengers going from the particular places that are within the termini of the railroad?—Of course more convenient to those passengers, but much more inconvenient to other passengers.

613. Have you any means of ascertaining whether those passengers form any important part of the number?—I should say that they do not form any very important part of the number. We find that when we stop frequently we take an hour longer to go to Birmingham than we do with the other trains. In consequence of that no person will go by a second class train, that stops so often, if he can possibly go by a first class.

614. But is not the number of passengers in the second class trains going from the intermediate places very considerable?—It is.

615. Mr. *Greene.*] With respect to the number of places where the mail trains stop, is it not merely a slackening of the speed, and throwing down the mail-bags, rather than such a stoppage that passengers can get in and out?—Yes. There is a patent taken out by one of our coachmen for an invention which shall take the bags up and down without slackening at all.

616. Then there would not be the convenience adverted to in the last question?—No.

617. Lord *Granville Somerset.*] Nor the inconvenience either?—No.

618. Mr. *Easthope.*] How is that done?—As the coaches go past, there is a kind of pillar upon which the bags are hung, and as the coaches go past they leave the bag hanging.

619. Lord *Charles Fitzroy.*] The oftener you stop would you not have more passengers?—I should think certainly; but then persons would go a little distance rather than miss going.

620. Mr. *Easthope.*] Are the Committee to understand that you are not now in a condition to form a decisive judgment as to the expense, and as to the practicability of certain requirements, and that that very much embarrasses any negotiation you may have with the Post-office?—Very much indeed.

621. Do you consider that the same inexperience must necessarily embarrass the Post-office?—I am sure it must, and the impossibility there is to state what they want.

James Pim, jun., Esq., called in; and Examined.

J. Pim, jun. Esq.

622. *Chairman.*] WHAT situation do you hold in connexion with the Dublin and Kingstown Railway?—The Treasurer.

623. Mr *Loch.*] You have been for some time in the habit of carrying the mail from

from Kingstown to Dublin, have you not?—We have been at work about three years; from a few months after our opening we have carried the mails.

624. Have you carried them under the contract that is now subsisting, or have you entered into a new contract?—We have entered into a contract with the Post-office within the last month. Previously we had no contract with them: we neither knew our own capabilities nor their wants. The sum fixed was 300 *l.* a year, with a mutual understanding that we should exert ourselves to the utmost to promote the convenience of the Post-office authorities, and that they should endeavour to meet us in such a way as would promote the public convenience.

625. *Chairman.*] Have you ever been in the habit of employing special trains for the service of the Post-office?—Always. We keep a special train in waiting for the Holyhead mail from half-past five in the morning till the mail arrives. Occasionally it is kept waiting an entire day. This train starts immediately upon the arrival of the Holyhead mail, and comes up to Dublin without stopping at any intermediate station, and is a very considerable expense to us.

626. Do you find that passengers avail themselves of the Post-office train?—Occasionally they do. I do not consider that that makes any difference; because, if they did not come by the Post-office train, they would come by the next train with us.

627. Mr. *Loch.*] What is the distance from Kingstown to Dublin?—Six miles.

628. Under the new contract how often are you obliged to convey the letters during the day?—We convey the Holyhead mail and the Liverpool mail first, and then we have eight other deliveries, namely, the general post and the penny post; and we have four deliveries daily between Dublin and Black Rock, and Dublin and Butter's Town.

629. Is there a special train for all those different purposes?—We have a special train for the Holyhead mail always: for the Chester mail, that is a mail which has been lately established, we have a special train in waiting from five o'clock till half-past six in the afternoon. It is of great importance to the Post-office that that mail should be delivered with the greatest possible expedition, if it arrives within nine hours, in order that the letters may be sent on to the interior.

630. Have you a special train waiting for the Liverpool mail?—No, it is not of so much importance as to require it.

631. What is the nature of the new contract with the Post-office; what is the annual sum that you have undertaken to carry the letters for?—£. 500 per annum.

632. Do you consider that a reasonable sum?—I consider that we are barely clearing our expenses; but we are placed in rather peculiar circumstances. Our directors have considered that we are peculiarly bound to afford every possible accommodation to the Post-office authorities and to the Government, in consequence of having received from Government a loan of one-third of the cost of the entire undertaking. We owe 100,000 *l.*, in round numbers.

633. Do you pay interest upon that loan?—We do.

634. And are bound to repay the capital?—We have paid the interest regularly.

635. You state that 500 *l.* hardly remunerates you. In what way have you made that out; have you entered into any calculations to ascertain that fact?—I entered into it as minutely as I could, with the assistance of other persons connected with the company. It is really a very difficult matter, and a considerable portion must be guess-work. For instance, the special train costs a very much larger sum in winter time than in summer; the Holyhead mail, generally speaking, in summer time, arriving within a few hours after six in the morning; this time of year it occasionally happens that the Holyhead mail does not arrive till night, therefore the expense is greatly increased. In winter time also, we are obliged to start that train, if the Holyhead mail arrives at or before a quarter before six in the morning. That involves the expense of having a number of our establishment at both ends, and along the line, in operation at that time, although we have little or no traffic, and, but for that reason, we should not commence our operations in winter till eight o'clock in the morning. In this way it is quite clear that a very considerable additional expense must be incurred, and we believe that we are not more than paid for our outlay by the amount that we receive from the Post-office.

636. Do those observations apply to Sundays as well as to the rest of the week?—Yes; with a little difference as regards the general post and the penny post, which are not so frequent on Sundays.

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637. The mails are carried during whatever period the mail may arrive?—Yes.

638. Whether during Divine service or not?—The hours of Divine service in Dublin are not so well defined as in England; a large proportion of the population being Roman-catholics, their hours are very different from the Protestant service.

639. Lord *Sandon.*] What length of time beforehand do you generally see the packet in the offing?—In clear weather we can see it at least an hour, under ordinary circumstances.

640. And in the dark, how long?—In foggy weather we can of course see but a very short distance in the dark, but we have always a train waiting there.

641. Is it necessary to keep it waiting, when you have so long a notice before you as an hour?—It is necessary, for this reason, that we are obliged to have the steam up, and then our engine station is about four miles from Kingstown, and we find it better to have the engine up, and the men waiting at Kingstown for the arrival of the mail, than to incur the risk of any possible irregularity that might arise from trusting to sending a message up to the engine-station for the engine to come down after seeing the vessel in the offing.

642. Mr. *Wallace.*] Do not the packets keep pretty good time?—In good weather very good time.

643. So that the delays are not occasioned except by bad weather?—Except by bad weather.

644. In what time do you perform the six miles?—We are bound by our contract to perform the six miles in 20 minutes. There is an understanding that no penalty shall be imposed unless we are five minutes behind our time.

645. How near do you keep to the 20 minutes?—Within it almost always.

646. Do you see any difficulty in locomotive engines performing their work within a given time?—There is a very great difficulty on a long line, as compared with a short one. I consider that the difficulties are in a greater proportion than the arithmetical proportion between the length of the lines.

647. Have you had any experience of long lines?—No; but from the experience I have had on the Dublin and Kingstown Railway, I should say that the result of any trifling accident to the engine must be much more seriously felt upon a long line than upon a short one.

648. Barring accidents, do you see any difficulty in performing the distance within a certain specified time?—There are peculiar states of the weather when it is extremely difficult to keep the time; for instance in foggy weather and in slight frost. Frosty weather makes the rails glassy, so that the engine wheels slip round without propelling the carriage forward, and if that is accompanied by an adverse wind, it is extremely difficult to keep time. We have more than once been brought to a stand-still with the engine in perfect order.

649. Mr. *Loch.*] You have heard Mr. Moss state, that he proposed to give the Post-office the advantage of a special train for the payment of 10 *l.*; what proportion does that bear to the bargain you have made with the Post-office at the rate of 500 *l.* a year?—I can hardly state that at present.

650. When you entered into the agreement with the Post-office for 500 *l.* a year, did you offer to them to do it for 500 *l.* a year, or did they offer that sum to you?—Our first arrangement was merely for the conveyance of the English mails. We entered into a negotiation, in addition to that, to convey the general post and the penny post between those towns, and we were asked what sum we would do it all for. We asked first 600 *l.* a year; but the Post-office had previously always required a section of our second-class carriages for the conveyance of the guard and the mails, which occupied a space that was represented by 5 *s.* 4 *d.* in each train; eight passengers at 8 *d.* each. They have now consented that the guard and the mail-bags shall go in the third class carriages; they only take up the room of four persons at 6 *d.* each, for which we consented to forego 100 *l.* a year from our original demand.

651. Were these the only data that you assumed before you made the arrangement with the Post-office; did you not make any calculations as to the expense of locomotive power?—The principal direct expense of our contract with the Post-office is keeping a spare engine in waiting from a very early hour in the morning, and the expense during the four winter months of commencing all our operations two hours earlier than we should otherwise do.

652. Then all the other bags are conveyed by the ordinary trains?—Yes; except the Holyhead mail and the Chester mail, between five and half-past six.

653. Mr.

653. Mr. *Wallace.*] Do you distinguish the second and third class trains as to time, or as to price?—We have three classes of carriages in each train; we have no first class train and second class train. The time is the same precisely.

654. Mr. *Easthope.*] What interest do you pay upon the Government loan?—We pay 4 per cent. upon the greater portion of the loan; upon a small portion we pay 4 *l.* 0 *s.* 6½ *d.* per cent.

655. Lord *Granville Somerset.*] Is there any sinking fund with which you are to pay off this loan within a certain time?—It is not under our Act; it is under the Act for the promotion and encouragement of Public Works in Ireland; and we are bound to pay the principal by instalments of five per cent. within 20 years, and we have paid instalments for two years and a half at the rate of 5,000 *l.* a year. We have paid all the interest that accrued during the construction of the work, and what has accrued since we commenced operations.

656. Is it a paying work altogether?—Unquestionably.

657. Mr. *Easthope.*] What dividend do you pay?—We have paid 5 per cent. to the proprietors, besides paying off the interest and the sinking fund to the Board of Works.

658. Supposing you were not paying off that 100,000 *l.* so lent, what would the dividend be?—Our dividend to the proprietors would be between 6 and 7 per cent.

659. Can you state the proportion that the carriages cost you in the general cost of the establishment?—I cannot. I was not aware that I should be examined by the Committee.

660. Therefore you cannot tell the precise data upon which you have made this demand upon the Post-office?—I cannot.

661. You state that if you were not paying off the Government loan, you would pay between 6 and 7 per cent. interest. Was there any time during the construction of the railroad when you paid no interest upon the capital?—No; we have paid interest upon the amount of instalments, as they were advanced to us during the construction of the work. We were obliged to pay that out of the capital.

662. What time does it take you to get up the steam in an engine?—If the engine be perfectly cold, it takes from an hour and a half to two hours to get up the steam, in the yard.

663. Mr. *Wallace.*] You have stated that there is no difference in the course of sending the mails along the Dublin and Kingstown Railway on Sundays?—None, except some small difference with respect to the general post and penny post deliveries, which are not so frequent as on other days.

664. You have stated that there is considerable difference in the hours of Divine worship in Dublin, as compared with Liverpool and other places. Supposing a rule was to be made, that the mails should not be started during the hours of Divine worship in Dublin, under existing circumstances, what would be the effect of that in impeding the mails on Sunday?—The hours of Divine worship on Sundays in Dublin include all the day, because there is scarcely any time of the day that is not appropriated by some class of persons to Divine worship.

665. Then, in point of fact, the mails could not start at all?—Not at all.

666. So that the entire correspondence of Ireland with England would be stopped, provided such a rule was made in Dublin with reference to the transmission of the mails on Sundays?—Taking that view of the subject; but it is generally understood that the hours of Divine worship are from twelve to two, when most of the parish churches are open, and the time of the evening service in the parish churches.

667. But a large proportion of the people being Roman-catholics, the effect would be, that if all the hours were to be observed during which there is Divine worship, the mails could not be forwarded?—I think it would have that effect; including Roman-catholics and Dissenters, there is no hour but what is appropriated to Divine worship by some class of persons or other. Perhaps the Committee will pardon me for suggesting, that it is of so much importance to combine regularity as well as speed in the Post-office communication for letters, that I would suggest, that it would be exceedingly well worth while to the public to have two engines to all mail-coach trains, for without you have two engines, the sources of accident are so many in locomotive engines travelling at a high rate of velocity, and so mere a trifle will stop a train occasionally, that I have always considered it desirable to have two engines to any mail-train of any importance.

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668. Would that greatly augment the expense?—It would; but I consider that the benefit that would arise from the punctuality of delivery would be well worth paying for.

669. Do you think that would insure perfect punctuality?—It would go as far as any plan that could be proposed, and without that I do not think it could be insured. By that means, if any accident happened to one, the other engine might be able to bring the lame horse and the trains along.

670. Mr. *Hutton.*] Might not the engines, in that case, be of much less power?—I scarcely think it would be worth while; the great object is to secure punctuality.

Hardman Earle, Esq., called in; and Examined.

H. Earle, Esq.

671. *Chairman.*] WITH what railway companies are you connected?—I am on the Grand Junction board; I am also a Director of the Liverpool and Manchester, and of the North Union.

672. Were you cognizant of the negotiations which have at various times been going on between those companies and the Post-office?—I was a party engaged in the first agreement, under which we are now working, but I was not a party to the last one; it was left entirely to the chairman, who submitted it afterwards to the board, and the board of directors approved of the scale of the proposed contract, which has been read to the Committee.

673. Do you concur in the opinion which has been expressed by the chairman, that it was very difficult in the early stage of the affairs of the Grand Junction Railway to found that agreement upon any very accurate data?—I do concur in that opinion.

674. You were probably previously acquainted with the first proposal which was made on the part of the Post-office to the Grand Junction Company, which you have heard read in this room?—Yes; that is the same in many terms as the present, but there were certain restrictions which we thought very objectionable; it is three-eighths of a penny per hundred weight per mile, or 3 *s.* for the whole distance, and one penny per mile for the guard.

675. How would that be as compared with the 10 *l.* which you proposed?—That is about 1 *l.* 1 *s.* the trip; the proposed contract would be very much more than that.

676. Mr. *Baring.*] What do you expect to gain by the new terms which will come into operation in February next, if the Post-office agree to those terms?—I should think five or six thousand a year.

677. Is it less than 9,000 *l.* a year?—I have not calculated; I do not know what the Post-office might want; I believe it comes at present to about 3,000 *l.* to 3,500 *l.* a year, and probably it would come to 9,000 *l.* or 10,000 *l.*, but then there would be a great deal more accommodation for that.

678. Lord *Sandon.*] What is the accommodation which you furnish now, as compared with that which you would be called upon to furnish?—The accommodation now is merely a seat upon the outside and the whole roof of the carriage, upon which there are imperials, into which the bags are put. The accommodation that is required is the room of about 18 passengers; in short, it is the whole body, for the purpose of having a travelling post-office, that they could sort the letters as they went on. What they want would weigh three tons or three tons and a half.

679. Mr. *Wallace.*] Mr. Moss was understood to say, that the arrangements with the Post-office were not lucrative to the railroad; that, in point of fact, they did not look for profit, having a desire to accommodate the public as much as possible. Is the new proposal, by which 5,000 *l.* or 6,000 *l.* a year will be gained by the company, to be remunerative only for the outlay, or is it to give a profit to the company?—It is very difficult to say whether the additional price would be an advantage to the company, but I should think it would.

680. And leave a profit to the company?—I think it would.

681. What may be the profit expected?—I cannot undertake to say in figures what it would be.

682. *Chairman.*] Do you think it would be a higher rate of profit than they get upon their usual operations?—Indeed, I should think it would be, rather.

683. Lord *Sandon.*] Including the night train?—The night train is exceedingly unprofitable; it averages not more than 3 *l.* or 4 *l.* a trip; and I have no hesitation in saying, that the night train would have been discontinued had it not been for

for the arrangement with the Post-office, and that we are losing a great deal of money every week by the night train. *H. Earle*, Esq.

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684. Which of the trains do you consider the night train?—The one that runs at half-past six from Liverpool, and seven from Birmingham.

685. *Chairman.*] Is there not, at present, in the public, a disinclination to travel by night, in consequence of being afraid?—I do not think it arises from that; a great body of people are going, for example, to London from Liverpool, and when they get to Birmingham they can get no further by the railway; but I think that when the railway is completed they will come through, whether it be night or day.

686. Mr. *Easthope.*] Does that constitute a reason why you do not think that you are in a position to say what would be fair towards the Post-office, and what would be proper towards the company?—I think it is. I think it would be impossible to fix a rule that would be equally fair towards all railways. I am a director of the North Union, which proceeds from Newton to Preston. You might get terms which would be very fair for the Grand Junction, but which would be absolutely ruinous to a railway such as the Newton. To insist upon keeping an engine to wait for the arrival of the Grand Junction train from the south, and go on to Preston, would be ruinous to a small railway of that kind.

687. Mr. *Wallace.*] Have you considered of any general rule which would be fair, both to the public and to the proprietors of the railways?—I should not know what principle to go upon; there is nothing to guide us; we have no experience.

688. Mr. *Gillon.*] Do you consider that this great additional weight, amounting to about three tons, makes a large ingredient in the charge for special trains?—Certainly.

689. In fact, if you carried the mails as formerly, with imperials and an outside seat, you could afford to run a special train at much less charges?—Unquestionably; the having an additional carriage might prevent our taking on a gentleman's carriage half-way, or at either end; it might oblige us to have two engines instead of one.

690. Mr. *Wallace.*] You are aware that there have been considerable delays in taking the mail both ways along the Grand Junction Railway. Can you state what the causes of those delays are?—Having been summoned to attend this Committee, I have investigated our books; I have selected them out, and I can vouch for the accuracy of them. I have classed them, beginning with the arrivals before time, and going on increasing by five minutes to the exact time, and then beginning with the arrivals after time, five minutes afterwards, and so to the last, and with the permission of the Committee I will read it.

(*The Witness read the same, as follows:*)

ARRIVALS of 560 Mail Trains on the GRAND JUNCTION RAILWAY at *Liverpool, Manchester* and *Birmingham* respectively, for 20 weeks, between 9th July and 25th November 1837.

	LIVERPOOL.	MANCHESTER.	BIRMINGHAM.
Before Time 45 minutes	-	1	
Ditto - 40 —	1	1	1
Ditto - 35 —	-	3	1
Ditto - 30 —	16	6	1
Ditto - 25 —	11	9	5
Ditto - 20 —	11	17	15
Ditto - 15 —	44	45	15
Ditto - 10 —	51	44	21
Ditto - 5 —	42	45	43
Exact Time	113	91	76
	289	262	178
After Time 5 minutes	54	32	36
Ditto - 10 —	44	44	50
Ditto - 15 —	33	55	46
Ditto - 20 —	23	42	35
Ditto - 25 —	21	18	38
Ditto - 30 —	22	31	30
	197	222	235
Ditto - 35 —	17	8	29
Ditto - 40 —	12	11	19

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	LIVERPOOL.	MANCHESTER.	BIRMINGHAM.
After Time 45 minutes	13	14	24
Ditto 50 —	7	8	11
Ditto 55 —	1	4	13
Ditto 1 hour	5	13	6
	55	58	102
Ditto 5 minutes	1	2	9
Ditto 10 —	2	4	6
Ditto 15 —	7	1	3
Ditto 20 —	-	1	1
Ditto 25 —	-	-	6
Ditto 30 —	3	1	2
	13	9	27
Ditto 35 —	-	-	2
Ditto 40 —	-	1	1
Ditto 45 —	1	-	3
Ditto 50 —	1	3	1
Ditto 55 —	-	1	2
Ditto 2 hours	2	1	1
	4	6	10
Ditto 5 minutes	-	-	1
Ditto 15 —	-	-	1
Ditto 25 —	-	-	1
Ditto 3 hours 30 minutes	1		
Ditto 3 — 50 —	1	1	
Ditto 4 —	-	1	
Ditto 4 — 10 —	-	-	1
Ditto 4 — 25 —	-	-	1
Ditto 4 — 45 —	-	-	1
Ditto 5 —	-	1	
Ditto 5 — 20 —	-	-	1
Do. 12 — 30 —	-	-	1
	560 trains	560 trains	560 trains
Time allowed to	4 hrs. 30 min.	4 hrs. 30 min.	4 hrs. 35 min.
Average time, including all delays	4 – 39 –	4 – 39 –	4 – 57 –
Average time, excluding all delays above one hour and a half as the result of accidents.	4 – 36 –	4 – 38 –	4 – 51 –

Of the 1,120 journies which have been performed (reckoning Liverpool and Manchester as one), there have been 24 which have exceeded the time more than one hour and a half, and 10 more than two hours.

REPORTED CAUSES OF DELAYS.	LIVERPOOL.	MANCHESTER.	BIRMINGHAM.
Broken axles of engines, tenders and waggons	5	-	14
Failures of pumps, eccentrics, connecting-rods, cotters, &c.	19	-	15
Bad coke, and fire-bars burnt out, &c.	9	-	33
Heavy trains	17	-	42
High wind	5	-	20
Obstructions from cattle, waggons and breaks-down.	4	-	9
Detentions from goods and second class trains, &c. on Liverpool and Manchester Railway.	30	64	13
Engine more or less out of order, the number not being sufficient.	28	-	40
Rails slippery	11	-	15
Detentions in watering	7	-	15
Horses kicking out the sides of horse boxes	4		
Waiting for London mails at Birmingham (time deducted).	7		
Engine and waggons getting off the road at points.	6		
Waiting for the Manchester half of train at Warrington, from 10 to 30 minutes.	-	-	39
	152	64	255

The causes of detention at the Manchester end are the same as at the Liverpool end.

With reference to the time at Birmingham, I may state that there is a difference of six minutes in the clocks at Birmingham, which circumstance we did not take into consideration in fixing the time, or we should have allowed five minutes more. With respect to the delay of 12 hours and 30 minutes in arriving at Birmingham, the cause of that is one that is not very likely to occur again. The circumstances were these: the engine broke her axle and obstructed the road entirely. The agent at Birmingham was aware that something had happened, but it happened in the night, and he dared not send a train along the line which this engine occupied, because he was afraid that the engine might meet it in the night; he dared not send along the other line because the road was not completed; it was entirely occupied with rubbish waggons, and the rails were up in fact, and he was obliged to wait till daylight. The causes of the delay are usually noted on the way-bills; they are not always noted with very great accuracy. They are not entered into with much minuteness, from the person who makes the inquiry not understanding anything about locomotive engines. The engineer sometimes gives him the shortest answer he can, and that accounts for the explanation being sometimes meagre. The reported causes of accidents are, first, "broken axles of engines, tenders and waggons;" five at the Liverpool end, none at Manchester, because the same causes which cause a late mail at Liverpool cause a late mail at Manchester; 14 at Birmingham. This breaking of axles has arisen from some imperfection probably in the iron, or in the manufacture, but it has happened more particularly to one make of engines by most highly respectable persons, and to show that they do not think it any fault in our specification, they have allowed for the fractures in settling the accounts. Another cause of accident is "failures of pumps, eccentrics, connecting-rods, cotters, &c." Those are small matters, but they will sometimes cause very serious accidents. There are 19 at Liverpool and 15 at Birmingham. "Bad coke and fire-bars burnt out, &c.," nine at Liverpool, and 33 at Birmingham. "Heavy trains," 17 at Liverpool, 42 at Birmingham. The Committee are aware that the gradients are not quite so favourable in going towards Birmingham as towards Liverpool, and we have only allowed five minutes more time, and we have reason to think it is hardly enough difference to make; but if we had abundance of engines, we probably, on many occasions, when it is reported to be a heavy train, should have sent two engines instead of one, but we had not engines enough.

691. Mr. *Wallace.*] Is it better, with a heavy load, to send an additional engine with the train, than to divide the heavy train into two?—I should think there is less danger of the one running against the other. And, besides, if they are divided into two trains, if the latter one breaks down it is left behind, but if it is all one train, and any accident happens to one of the engines, the train can still go on. Then, from high winds, there are five at Liverpool and 20 at Birmingham. High wind is a great obstruction; the train presents a very large body to the wind, and it drives the flanches of the wheels against the rails, and causes a very great obstruction.

692. Lord *Granville Somerset.*] Does not it produce the same bad effect as bad curves?—It does. "Obstructions from cattle, waggons, and breaks-down;" four at Liverpool, nine at Birmingham. "Detentions from goods and second class trains, &c., on Liverpool and Manchester;" there are 30 reported at Liverpool, 64 at Manchester, and 13 at Birmingham. It is only just to the Liverpool and Manchester to state, that those are cases where we on the Grand Junction did not come to the point of junction at the right time. We are sometimes five or ten minutes after our time, and of course the Liverpool and Manchester train goes on, and we follow, and the consequence is, that we overtake something in the way. I believe every pains is taken to make way for us, but it does cause delay; probably many half-hour delays would be converted into 20 minutes' delays, if it were not for that; we cannot, of course, go past their trains.

693. Mr. *Easthope.*] That is, their heavy goods train passes just before you, and you are obliged to go at the pace of the heavy goods train?—Yes; and the second class trains pass also. If the thing is managed properly, we ought to be at the point of junction at the particular time. Then there is "engine more or less out of order, the number not being sufficient," that is in consequence of not having sufficient to take an engine only every other day. We consider that an engine ought to be allowed to rest every other day, and not being able to do that, we have run engines which have not sometimes been in sufficiently good order. From this cause, there have been 28 delays reported at the Liverpool end, 40 at Birmingham; "rails slippery," 11 at the Liverpool end, and 15 at Birmingham; "detentions

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tions in watering," seven at Liverpool and 15 at Birmingham; "horses kicking out the sides of the horse-boxes," four cases we have had of that kind; "waiting for London mails at Birmingham," seven instances; "engines and waggons getting off the road at the points," six instances. Waggons that are not very truly fitted, such as the contractors use on the road, are apt to get off the road.

694. Mr. *Wallace.*] What purposes were those waggons put to?—Mostly the contractors, finishing their contracts. Then there is "waiting for the Manchester half of the train at Warrington, from 10 to 30 minutes," 39 instances at Birmingham. That is the principal cause of the delays at Birmingham being more numerous than the other. The Manchester train joins the Liverpool train at Warrington, and it has been very irregular from the circumstance of our being obliged to send them not the best engines. In fact, we have selected all the best to come through from Liverpool to Birmingham, it being less important to have a break down between Warrington and Manchester than between Warrington and Liverpool, and that is the cause of so many late arrivals.

695. It may be of less importance as regards passengers, but as regards the delay of the mail is not it of equal importance?—Yes; we frequently had to send the Manchester engine, when it arrived at Warrington, with the Manchester half of the train only.

696. Mr. *Loch.*] You opened that road without your full complement of engines?—Yes; we have ordered 25 engines since the road has opened.

697. Were not you disappointed in your supply?—We were. We opened the road with only 15 or 16 engines, and our complement was 25, which we have not got yet.

698. Lord *Sandon.*] What number have you now upon the road?—Twenty-four, but not now all in complete order.

699. Do you contemplate that that number, in complete order, will be sufficient for the work you have to do?—No, I do not think it will be.

700. Lord *Granville Somerset.*] How many do you think it will be necessary to have to perform the work satisfactorily?—We have ordered 30 more, and we have 25 now; that is 55.

701. You think that with those 55 engines all accidents arising from the various causes connected with the engines, except the breaking of axletrees, are likely to be much diminished?—I think we shall have much fewer accidents and detentions, but I think there will still be irregularity unless we are to go at a slow speed, and I believe the public always wish to go as fast as they can.

702. Suppose you contracted with the Post-office to go at such a rate, and to keep the time very accurately, would not you put on locomotive power exceeding what is necessary under ordinary circumstances?—The engines we have ordered are more powerful than those we are now using.

703. Mr. *Wallace.*] When will they be ready?—The first was to have been delivered in November, but it is not yet delivered; but they will be in the course of delivery in the next six months I expect; not all, but a sufficient number to insure greater regularity.

704. You have given notice to the Post-office to change the present agreement upon the 5th of February?—We have.

705. Then you have agreed to keep the mails with perfect regularity after that, under penalty?—We have.

706. Mr. *Easthope.*] Even with respect to the breaking of axletrees, do you contemplate that that will be as frequent as formerly?—It will be much less frequent, I have no doubt.

707. And the Committee are to understand that all those causes of delay you contemplate will be of much less frequent occurrence?—Much less.

708. And that they will diminish by the perfection of the road?—I have no question of it.

709. Lord *Sandon.*] Have you not been in the habit of taking whatever presented itself, however much it might be beyond the ordinary load?—We have.

710. But you have not in every case been able to supply extra power for the extra load?—No.

711. But you would be willing, whenever an extra load is taken, to go to the expense of supplying extra power?—We have never considered the expense at all.

712. Mr. *Loch.*] Would these arrangements with the Post-office make you increase the number of your engines beyond what you naturally would do?—I cannot tell.

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713. But you have not ordered an additional number of engines in contemplation of this night train?—No.

714. *Chairman.*] You heard what Mr. Moss said, as to his opinion of the disposition of the company to submit any point of difference that might arise with the Post-office to arbitration. Do you concur in what Mr. Moss expressed on that point?—I do concur, and I think that would be the opinion of the board.

715. Lord *Sandon.*] How would you define a regular special train?—I think the terms are rather incompatible, it cannot be regular and special too.

716. Would not every special train, if it went regularly from day to day at a certain hour, whether that hour was most convenient to the public and to the company or not, become practically a regular train, and take its share of passengers more or less?—Yes, it would.

717. Deducting from the other passengers that would go by other trains?—Yes.

718. Then how are you to distinguish practically a special train?—A time might be fixed that would be exceedingly inconvenient to another train. A railway is like a vast piece of machinery that requires to be moved with great order and precision, otherwise it may produce great confusion and great inconvenience to the public.

Jovis, 14° die Decembris, 1837.

MEMBERS PRESENT.

Mr. Baring.	Lord Lowther.
Mr. Easthope.	Lord Sandon.
Lord C. Fitzroy.	Lord Seymour.
Mr. Greene.	Lord Granville Somerset.
Mr. Labouchere.	Mr. Wallace.
Mr. Loch.	

THE RIGHT HON. HENRY LABOUCHERE, IN THE CHAIR.

[*The following letter, addressed by Mr. Moss to the Chairman of the Committee, was delivered in, and read.*]

Sir, Ellis Hotel, 14 December 1837.

SINCE I was examined by the Committee, I have seen two of the Grand Junction Railroad Directors: they agree with me that nothing would be more satisfactory to our Company than leaving the amount to be charged to the Post-office, to arbitration, or any other impartial tribunal.

I am not aware whether Mr. Louis produced to the Committee my letter to him of 23d November; it states the principles upon which the Grand Junction Railroad thought it reasonable to charge for carrying the mails, viz.

One-half what the public pay us for similar accommodation.

We there also offer "to give every information in our power."

Great inconveniences, in my humble opinion, will arise from giving the Post-office control over our trains, containing perhaps 60 passengers, and four or five gentlemen's carriages.—*Regularity*, such as the public have a right to expect from us, cannot be given, if these trains are to wait a quarter or half an hour for the London, Scotch, and Irish mails.

I have, &c.

John Moss,

Chairman of the Grand Junction Railroad.

John Moss, Esq., called in; and further Examined.

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719. *Chairman.*] HAVE you got a copy of the letter which you addressed to Mr. Louis, which you have alluded to in the communication you have addressed to the Chairman, which has just been read to the Committee?—I have.

720. Will you have the goodness to read it?

[*The Witness read the same, as follows:*]

Dear Sir, Dale Street, 23 November 1837.

I mentioned to the Sub-Committee of the Grand Junction Railroad at the meeting to-day, your proposal that our trains should wait at Birmingham an hour, say from seven to eight o'clock, provided the mails had not arrived from London before eight: upon full consideration they durst not consent to this, because the passengers would not be satisfied to wait an hour after the time fixed to start, and because it would be feltan com-

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plained of at all our stopping-places, and interfere with trains on the Liverpool and Manchester road. But to prove how very desirous we are to accommodate the Post-office, we have directed our trains to wait until half after seven, half an hour; and if the mails are not then arrived, an engine will be in readiness to follow with the bags, the charge for which shall only be made when used, and then only for the distance they go before they overtake the trains.

The railroad are anxious to meet the wishes of the Post-office in every respect, but I fear the Post-office are not aware of the expenses attendant on locomotive engines.

I beg to call your attention to the fact that we are not, by our Act, required to be carriers. As owners of the road, we are entitled to tolls, and if this was the only question between the Post-office and the railroad, I should settle it very shortly; but the Post-office want the railroad to carry the mails with regularity and great speed, without being willing to pay their *fair* proportion of the expenses attendant on the same.

We are, I assure you, instead of getting any tolls from you, losing 10 *l.* a day by our arrangement. This agreement ceases on 5th February next.

In any new arrangement, the railroad will not undertake to deliver the mails under five hours to Birmingham, and four hours 45 minutes from Birmingham, less one quarter of an hour; when they get the railroad beyond Fiddler's Ferry, they will not alter their cards, but they cannot consent to be reported out of time under these hours. The impossibility of getting any person to contract to supply locomotive power compels the Grand Junction to undertake it. To insure regularity, they have an engine stationed, with steam up, every 20 miles, and with instructions to set out to meet the trains, in case they do not arrive by 30 minutes after the period fixed: other arrangements to insure regularity are in contemplation. The early and late trains are an expense without remuneration to the Grand Junction Company: these they have determined to give up, unless the Post-office require them, in which case they must charge, after the 5th of February, 10 *l.* per trip to the Post-office for locomotive power and tolls, they finding as much accommodation as will go on four wheels. Every four wheels now take 18 passengers inside and two outside, paying about 20 *l.*, for which we propose to charge the Post-office 10 *l.* in addition; these trains should start to suit the Post-office, and be under their control as to stoppages for bags. For the other trains, the railroad would charge the average price now received, provided they had power to alter the time of starting and arrival, or give them up altogether. For such trains as the Post-office consider permanent, and not liable to alteration without mutual consent, the railroad expect to receive double the average price now paid. They will place the guard under shelter in some way or other. In the event of the Post-office requiring as much space as is contained in a carriage and a half, or what now takes nine passengers inside and one outside, I should say the railroad ought to charge the Post-office 5 *l.* per trip, or one-half what we should charge to the public. If more accommodation is required by the Post-office for these day mails, they may have whatever they please on fair and moderate terms, if the Post-office will only state what they really do want. In respect to penalties, the railroad have great objection to enter into any; but, if required, they would agree as far as 500 *l.* yearly, provided the Post-office will consent to the railroad closing the contract, on three months' notice, whenever penalties to this amount are claimed. Locomotive power is liable to delays, and the utmost exertions of the company cannot prevent them. If the Post-office want the greatest possible speed and regularity, it can only be obtained by a *very* much greater charge than is now contemplated. I beg to assure you that our company are determined to meet the Post-office on most liberal terms, satisfied to take from the Post-office less tolls than our Bill gives us power to charge; and for the moving power and carriage, less than any engine-maker could afford to supply it at. We are ready to give every information in our power, either to the Postmaster-general or to a Committee of the House of Commons; quite satisfied to receive such a remuneration as is due to us for giving increased speed to letters, and we must mention increased revenue arising from us beyond what was formerly paid by the coaches, and also the increase in the number of letters carried. Whenever the question of Sunday departure comes forward, I trust I shall prove to your satisfaction, that there will be no occasion to start trains from large towns during the hours devoted to religious worship; and it must be distinctly understood, that the Grand Junction cannot enter into any arrangement after February next for travelling on the Liverpool and Manchester Railroad, contrary to their bye-laws. If the inhabitants of London, Manchester, Liverpool and Birmingham, by any public expression, ask for trains on Sunday, and if the owners of the railroad are willing to forego the profit arising from such traffic, I do hope *Her Majesty's Government* will not, by any legislative enactment, compel them to furnish accommodation beyond what is *absolutely* necessary.

I have, &c.

George Louis, Esq. (signed) *John Moss*,
Chairman Grand Junction Railroad.

721. Do you understand by the words "absolutely necessary," what is really required to prevent any serious detention and inconvenience to the correspondence of the country?—Certainly; I mean to say this, that on Sunday I find in Liverpool they do not deliver letters that arrive till after church; they never deliver in the town on a Sunday, nor in Manchester.

722. Should you see any objection to referring the question of the necessity of employing carriages on the railroad on a Sunday to forward the correspondence,

to

to the consideration of arbitrators in each particular case, in the same way in which it was proposed to refer the question of prices?—I should say, as far as we are concerned, it would be quite satisfactory to us. I should, perhaps, even go further, and say that the magistrates in quarter sessions might make a special order upon the subject, after hearing evidence, as to how far Sunday travelling for the mails was required; that it should go before the magistrates at quarter sessions to see how far they can prove the case, and then that they should make an order.

723. Mr. *Wallace.*] The letter which has been read states, that unless the inhabitants of Manchester, London, Liverpool, and Birmingham should make such an application, it is hoped by the directors, that the Government would not take means for having the mails conveyed along the railroad on Sundays; have you taken into consideration that all Ireland and all Scotland, and all the South of England beyond London, have an equal interest in the question with those four towns?—It would not affect any one of them, because the mail that leaves London on Saturday evening would get to Liverpool on Sunday morning before any of the packets start; and in the same way the mail that leaves Dublin on Saturday evening would arrive in Liverpool in time to go by the first train.

724. Are you aware of the recommendation that is contained in the 7th Report of the Commissioners of Post-office Inquiry, which recommends that mails shall now be sent frequently all over the country wherever it is convenient, by stage-coaches and omnibuses, and all descriptions of carriages, without reference to eight o'clock at night or any particular hour?—I am not aware of it; but on our railroads, as we can go the whole distance from Liverpool to London, the whole length of those three railroads, between Saturday evening and Sunday morning, and also between Sunday evening and Monday morning, shutting up the railroad during the hours of Divine worship could not possibly affect any of those places spoken of.

725. How does that affect the Irish express mail just now, which leaves London at eight o'clock in the morning, and which goes by Chester?—That does not come upon our road.

726. In what you have just said, you go upon the principle of one fixed hour of departure from London only, and one fixed hour of arrival; but were that to be changed, your calculations would entirely change with whatever changes might take place?—Of course.

727. Mr. *Easthope.*] You have stated, that if letters arrive in Liverpool on a Sunday, they are not delivered till after the hours of Divine service?—Till after two o'clock in the afternoon; and they are not delivered at all unless you send for them.

728. And you consider that arrangement to be made in deference to decorum and the due observance of the Sabbath?—Exactly so.

729. Do you think that the question of Sunday travelling may be safely, in your locality, left to the influence of public opinion, and to the general anxiety there is to observe, with becoming decorum, the sanctity of the Sabbath?—I think so, certainly.

730. You think it may be safely left, without any legislation, or without any extra provision in reference to it, to the salutary influence of public opinion?—I think so.

731. As far as your experience has gone, may it not also be safely left to the opinion of those that are connected with the management of railroads?—I think very safely.

732. Mr. *Wallace.*] It has been given in evidence that, at present, there is no remunerating sum paid by the Post-office for conveying the mails along the Grand Junction Railroad; and it has been given in evidence that a remunerating price, and a profit in addition, is expected after the 5th February; was it contemplated, at the time the railway company was created, that any profit whatever should arise from carrying the mails?—Certainly; I had an interview with the Duke of Richmond on the subject, and he said, decidedly, that they had no wish to prevent our receiving a fair profit; that it was to be put upon a fair and equitable footing.

733. Seeing the mails are conveyed along all the turnpike roads of England free of toll, and that no remunerating profit is allowed in Ireland or in Scotland for the conveyance of mails to the road trusts in those countries, upon what principle is it expected that a profit is to be given by the Post-office for the conveyance of mails on railroads?—Because we give increased facilities: upon the same

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principle that the mail-coach is paid for taking the bags at present, I do not see why we should not be paid for taking the bags hereafter. If we make a road ourselves as a company, we surely are entitled, whether the Government use it, or whether the public use it, to be paid something for our trouble and expense.

734. Why should a railroad be allowed a profit upon carrying mails more than a turnpike one?—Because a turnpike road is kept in repair by the public, but ours is an exclusive road, and one which Parliament has sanctioned.

735. It is intended in the question to draw a distinction between a remuneration for your expenses in keeping the road in repair, and also for the locomotive power used in forwarding the mails, and a profit for the conveyance of those mails?—I should think it is almost impossible to say what would be a remunerating price; but we do not propose to charge so much to the Post-office as to the public.

736. The question refers to the principle, not to the amount?—I think myself that the principle is fairly borne out. Every steam-boat taking the mails at present is paid something for their expenses. The road is as much an expense to us as the locomotive power. We see no difference whether we employ our capital in a road and in buildings, or in locomotive power; we are equally entitled.

737. The question is limited distinctly to a calculation between turnpike-roads and railroads, and not to any other subject?—A turnpike road pays no taxes; a turnpike-road pays no poor-rates; a turnpike-road pays nothing in the way of expenses at all: it is protected from all those things which we are called upon to pay.

738. The question relates to profit, not to the expenses, and a remunerating price for those expenses?—I think myself that the case is totally different. Our capital is invested in making the road, and we have as much right to charge for the use of that road as we should have if our capital was employed in a house which the Post-office thought proper to take from us.

739. Have not all the turnpike-roads been made by the application of capital, on which the mails now run free?—I think not. I think all roads belong, *primâ facie*, to the public at large. The public of each township are compelled to keep the road in repair; and although there are tolls upon them to pay for the road, still if the road is not in order the people whose land is in the township are compelled to repair it.

740. Mr. *Easthope.*] Is it not your opinion that the manner in which the two descriptions of roads are constructed are essentially different; is not the one constructed with public money, while the other is constructed with the money of a company of individuals?—Quite so. I should consider it a kind of tax upon us if we were compelled to let the mails go free; I should say it was an extra tax upon railroads.

741. Lord *Granville Somerset.*] When your company, or companies of a similar character, came to Parliament to apply for permission to take land to form those railroads, did you not contemplate the carriage of the mails as part of your probable profit?—Certainly.

742. Did not Parliament foresee at that time that you would charge certain rates for those mails?—Certainly.

743. Did Parliament take any view of the case but that you were perfectly entitled to charge a fair rate upon those mails, only restricting you in reference to them, as with reference to other passengers, to a certain rate of toll?—Certainly.

744. Therefore, in fact, it is Parliament that has recognized the distinction between your undertakings and turnpike roads, and not the companies themselves?—Certainly.

745. Lord *Lowther.*] Can you give the Committee a specific account of the actual cost of a special train at night going at a certain hour?—I would give it with the greatest pleasure in the world, but I do not believe that any two engineers would agree upon it.

746. Can the Committee have the opinion of two engineers?—Certainly; Mr. Locke is here, who is the engineer for the Grand Junction Company, and I am sure he will have great pleasure in giving any information that he can; but I should say, that between the company of which I am chairman, the Grand Junction, and another company, there is a difference of 60 per cent. as to the consumption of coke, and of course they can carry at much less expense than we can; the difficulty is to make any kind of calculation at present. I should say that if they would allow us to run a little time, I am sure that in twelve months'

time

time we could give much more information than at present, and we should not want at all to bind the Post-office to anything; I, perhaps, ought to say that we are taxed very highly, higher than the coaches are. *John Moss*, Esq. 14 December 1837.

747. Mr. *Easthope*.] Have you any account of the payments you have made during five months, on account of the tax that is imposed upon you?—I have not any account of it.

Hardman Earle, Esq., called in; and further Examined.

748. Mr. *Wallace*.] AT what rate of speed do you consider it would be safe and certain to convey the mails along the Grand Junction Railroad?—I think it would be safe to convey them at the rate of 30 miles an hour in the day-time, when all is clear, and my reason for thinking so is, that that speed has been maintained now for a considerable length of time upon the Liverpool and Manchester Railway, without any serious accident having occurred. *H. Earle*, Esq.

749. Are the gradients such upon the Grand Junction as would admit of such a rate of speed, both going and coming?—With an engine sufficiently powerful, certainly.

750. Then your calculation is, that the mails may be conveyed from Birmingham to Liverpool and Manchester, in about three hours and three-quarters?—Thirty miles an hour would be three hours and a-half; but then you must allow something for contingencies, half an hour for stoppages and taking in coke and water; because if they went light they would be obliged to stop for that. I will not pretend to say at what speed they may go by-and-by; but I do not conceive there is any danger in the speed of 30 miles an hour, or even more, while they are going; of course the faster you go the sooner you come upon anything that is upon the road, and the more likely you are to have an accident; but the result of our experience is, that something like that speed may be safely maintained.

751. Lord *Granville Somerset*.] Can you state what is your sharpest curve?—I think it is either seven-eighths of a mile or a mile radius.

752. Mr. *Loch*.] Has not the time of going between Liverpool and Manchester been enlarged of late?—It has.

753. Was the reason of doing so because it was unsafe, or because it was more expensive travelling at the greater speed?—There was a difference of opinion upon that at the board, and perhaps mixed motives determined the directors to do it.

754. *Chairman*.] Has the decrease of speed been considerable?—I should not think practically it has. The order is that it shall be extended; but when the weather is clear they come almost as fast as ever; the order was, that in winter time they should be an hour and a half, and at night.

755. Mr. *Loch*.] But in point of fact they travel nearly at the same speed as they did previously?—They do.

756. And no accident has occurred in consequence?—No accident has occurred. Last night I put down a few facts which it may be interesting to the Committee to know, with reference to the speed, as some people think we are going too fast, and that we are likely to have accidents; I have done it from recollection, but I think I am right. The trips performed with passengers on the Liverpool and Manchester Railway from the opening, in September 1830, to the present time, were 48,416, or 1,452,480 miles; the number of miles run with passengers on the Grand Junction, since the opening to the present time, were 118,398, that makes 1,570,878 miles on those two railways run with passengers. In the same time there have been run with goods 788,760 miles, making together 2,359,638 miles run upon these two railways with locomotives. The passengers carried upon the Liverpool and Manchester in that time for 30 miles is about 3,000,000, and on the Grand Junction about 100,000 for 100 miles, equalling 300,000 for 30 miles, making a grand total of 3,300,000 passengers carried upon those two railways; and during that time there have been only two fatal accidents. One occurred not very long after the opening of the railway, in a dense fog, when the succeeding engine ran up against the train and killed a young man who was in the last compartment of an open carriage. The other happened the other day through sheer carelessness of the engine-man; the coroner's jury brought in a verdict of manslaughter, and I believe the man has absconded. I am not aware of any other fatal accident that has occurred. Persons have been run over upon the road, but no passenger I believe has been killed but those two, and I am not aware of any persons having had a limb broken or a joint dislocated; I believe the extent of

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the injury has been a slight bruise. When there have been concussions, of course a passenger may be thrown out of his seat and slightly bruised. In the two fatal instances that have occurred, they were in coaches that had no buffa apparatus, which is a spring at each end of the carriage, to mitigate the shock. There were two carriages constructed, not belonging to the company, and, I believe that, had that apparatus been on, neither of those parties would have been hurt.

757. Lord *Granville Somerset.*] Have any misfortunes happened in the carrying of pigs, or other live stock?—We had one accident, in which a waggon with pigs was upset, and, I think, two pigs were killed; I am not aware of any other.

758. Would human beings have been carried in a carriage of that description?—Certainly not. The carriages that persons are carried in are much stronger, and much less liable to accident.

759. Supposing a person in his own carriage in one of the trucks, what defence has he in such a case?—The same as the others. The trucks are made as strong, and they have this buffa apparatus upon them upon the Grand Junction.

760. Mr. *Wallace.*] Can you state the average rate of the performance?—The average rate of the Liverpool and Manchester, before this alteration was made, and I do not think it is materially different since, including stoppages, was about 27 miles and a half an hour.

761. Would that be sufficient upon the Grand Junction Railway, to perform the journey within the time required by the Post-office?—The present rate on the Grand Junction Railway, supposing we do it in four hours and a half, is 24 miles and a half an hour, exclusive of stoppages.

762. You stated that you were connected with the railway from Lancaster to Newton, which will be a junction railway?—From Preston to Newton; it will be from Manchester to Newton in a few years, by a separate company.

763. Supposing a similar regulation were to be made as to Sunday mails from Lancaster, to prevent the mails travelling between 10 o'clock and four o'clock in the afternoon, and commencing at Lancaster, how would that affect the communication of the post from Lancaster to London?—Either the North Union Railway must break through that rule, or they must wait for the letters from Scotland.

764. In short, the conveyance of the mails would be interrupted?—Most decidedly.

765. Would the rule now in force, as to Sunday travelling between Manchester and Liverpool, have the effect of interrupting the mails generally, were the hours to be altered in Ireland and Scotland for sending the mails to London?—There might alterations certainly be made, that would oblige the mails to wait from 10 o'clock in the morning until four in the afternoon in Liverpool, if the bye-law of the Liverpool and Manchester is persevered in.

766. Are you of opinion that it is advisable that any company should have the power of making bye-laws, to prevent the mails going on Sunday onward?—I do not think any company ought to have that power.

767. You think it is inexpedient on public grounds?—I do.

768. Mr. *Loch.*] Has there been any opinion taken upon the legality of such a bye-law?—There has.

769. Has Sir William Follett's opinion been taken on it?—It has.

770. What was the purport of his opinion?—The purport of his opinion was, that the Liverpool and Manchester Railway was open to all persons on a Sunday as well as on any other day, and that it was not in the power of the directors to close it.

771. Mr. *Easthope.*] Do you think that the question, as it respects the decorum of the Sabbath, may be safely left to the influence of public opinion, and to the regulation of the railway conductors?—It is so extremely difficult to ascertain what the public opinion is upon a question of this kind, because it is not merely the inhabitants of Manchester and Liverpool and Birmingham who are concerned, but it is all England and Ireland and Scotland, and it is very difficult to ascertain what the public opinion is; but if the railway board were composed of certain individuals, if the whole towns of Birmingham, Liverpool, and Manchester were to sign a requisition to have trains started at a certain time on the Sunday, they would not allow it. They have a religious objection to it.

772. Have you observed the great proportion of coaches that rest on a Sunday?—Yes.

773. Have you observed the general decorum with which the Sunday is observed in all the towns of England?—Yes.

774. Is that the case in your locality?—Yes; I think there is less travelling throughout the country on a Sunday, and we have fewer trains on a Sunday than on any other day. We have four only on the Sunday, and six on any other day.

775. Then do you think there is any doubt about public opinion safely regulating it, as it is obvious that the conductors of railways would not start trains without it paid them; and if they are not required by the public, and if Sunday travelling is discountenanced by the general consent of the public, will not the result be, that there will be no disposition to pursue it?—I believe that if it were determined that there should be no Sunday travelling, people would become accustomed to it, as they are in Scotland; and there would not be the same want for it. But my notion is, that the same means of locomotion should be afforded to people on the Sunday now that there are railways as there were before.

776. Lord *Granville Somerset.*] Do you contemplate the abolition of other means of public conveyance, namely, by post-horses and coaches, on the great lines of communication traversed by railroads?—They have been given up in many parts.

777. Then supposing all Sunday travelling by railroads were to be abolished, would it be in the power of any persons, however important, or however necessary their business might be, to get from one point to another under such circumstances?—It would be exceedingly expensive, and very difficult.

778. Would it not almost amount to an impossibility for a party, whatever the urgency of the occasion might be, to proceed from one point to another, if all railroad travelling were prevented upon the Sunday, and if also all other means of communication were abolished in consequence of the railroads?—It would be exceedingly expensive, and it might not be possible.

779. Is there not this distinction between the abolition of stage-coach travelling on the Sunday and the abolition of railroad travelling on the Sunday, namely, that in the one case, by means of expense, parties may still hire conveyances and proceed by posting, if the business is of an urgent nature to call for it; but if all the ordinary roads are, as it were, dismounted in consequence of the formation of railways, and the railroads were not to be allowed to travel on a Sunday, no party could proceed any distance, whatever the urgency of the occasion might be?—Yes; but I perceive you cannot travel on a railway on a Sunday without desecrating the Sabbath at some place or other; and I do not see why the religious feelings of the people at Stafford, or any other town on the line, are not equally to be respected as the religious feelings of the people at Liverpool and Manchester. When the communication is open between London and Birmingham, supposing we had a departure at six in the morning from Liverpool, we arrive at Birmingham at eleven; and my opinion is, that the Sabbath would be more desecrated by keeping 100 passengers in Birmingham, who arrive at eleven, till four in the afternoon, than in permitting them to go on the railway to their destination; but such would be the effect if they are not to travel during the hours of Divine service.

780. Mr. *Wallace.*] Would not a similar consequence follow the stoppage of persons coming by steam-packets from Scotland and Ireland?—Only last Sunday the Post-office boat did not arrive till it was too late to come on by the half-past six o'clock train, the consequence was that we had 60 or 70 passengers in the half-past 11 o'clock, all of whom must have remained till four o'clock in the afternoon, if there had been no train in the middle of the day.

781. Or proceed at a great expense?—Or proceed at a great expense.

782. Mr. *Loch.*] Has not one objection to transmitting the mail on a Sunday arisen from the whole of the establishment being kept from going to church?—That objection has been stated among others.

783. Might not that be remedied?—It is in a great measure remedied; we have made arrangements that one-half of the establishment only is to be there, and they take it in turns. I do not think that has been a very crying evil, and I am sure the Grand Junction Railway Company would go to any expense to allow their servants to go to church. It is not a matter of expense at all; they have looked at it as a matter of public convenience.

784. Mr. *Wallace.*] Public opinion has been adverted to in regard to Sunday travelling. In what way has public opinion really been taken upon the subject in any towns you are acquainted with?—The only manifestation of the public opinion that we have had upon the Grand Junction, was a requisition from a number of very respectable persons in Birmingham, and also at Manchester and Liverpool.

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We had a requisition, signed by a number of highly respectable individuals, desiring that we would not run the trains upon a Sunday.

785. About what number of persons?—I think about 25 or 30.

786. But no public meeting has been convened for the purpose of ascertaining the public opinion upon the subject?—There has been no public meeting.

787. Mr. *Easthope.*] In proportion to the importance of those requisitions, would it not be your opinion, that the question may be safely left to public opinion, and that the result would be, that only in cases of urgent importance would there be any travelling if the public opinion should set in very much against it, so that Sunday travelling would be confined to cases of importance?—I do not see how you can ascertain the extent of public utility, except by the use made of those conveniences. I do not know a better test than looking at the number of people that go by the trains. On the Grand Junction Railway there are many more people go at half-past 11, and at half-past two, than at half-past six on Sunday morning, and at seven in the evening.

788. Are there fewer or more upon the Sunday than on other days?—I think there are fewer; there are fewer trains.

789. And fewer passengers?—I think fewer passengers; the hours that appear most convenient for the people on Sunday, are half-past 11 and half-past two o'clock.

790. Both ways?—Both ways.

791. Lord *Charles Fitzroy.*] You have said that the expense of travelling by locomotive power is increased in the ratio of the increase of speed; can you state the proportion between the expense of going at the rate of 50 miles an hour and 30 miles an hour?—I do not think I can; I may revert to a piece of evidence, which has been already given by a director of the London and Birmingham Railway, that when the Liverpool and Manchester went rather slower than they do now, the locomotive power cost 1 *s.* 8 *d.* a mile, and now it costs 2 *s.* 4 *d.*; whether all that is to be attributed to speed, or from accidental causes, I will not undertake to say; it is certainly more expensive, in proportion, to go fast.

792. *Chairman.*] But you are not able to give the Committee any accurate account of the proportion which there is between speed and expense?—No, I cannot.

793. Mr. *Wallace.*] Has matter of expense entered at all into the delays which have taken place in transmitting the mails along the railroad between Birmingham and Manchester, and Birmingham and Liverpool?—There has been no saving of expense considered by the Grand Junction Company; they have sent two engines frequently, and would have sent them oftener when there was a heavy load, if they had had them to send.

794. But with regard to the mails, they really can be taken within the time, provided there is not too heavy a load taken?—I think they can; but I do not mean to say that there will not be occasional delays; I do not think locomotive power is brought to that perfection, that it can go with great speed, and yet have the same punctuality as a mail-coach.

795. At what expense would the Junction Railway Company be open to carry the mails within time, so that the delays and inconveniences, which have occurred, shall no longer take place, between this time and the 5th of February?—I do not think it is matter of expense; I think, that whatever you were to offer us, in the present state of our power, we could not do better than we are doing now; I mean to say this, that we have not spared expense on account of the very small sum that the Post-office have paid us; we have done as well as if we had been paid more, though we have lost a great deal by it.

796. At the same time you have been behind your time very frequently in the conveyance of the mails?—We have, certainly.

797. And that, in consequence of taking all the passengers which offered along with you?—That has been one cause, not the only cause.

798. *Chairman.*] Under the present system, you are able to stop your trains at different stations?—We stop at six different stations, where, I believe, the Post-office stops also.

799. Are you under the control of the Post-office with respect to stopping at present?—It was agreed that we should stop at all the principal stopping-places. We slacken our speed, and take up bags at other places.

800. Do you think that if the trains were completely under the control of the Post-office, that would make any material difference in point of regularity?—If the

the road was completely under the control of the Post-office, particularly if that power was exercised capriciously or arbitrarily, it might be a very great inconvenience indeed to the public and to the road.

801. If the train was put upon the footing of a special train, and it was, with regard to its detention, completely under the control of the Post-office, do you think that would produce any material improvement in the regularity over the system which at present exists for the transmission of letters?—I do not think it would.

802. Lord *Granville Somerset*.] Do not you consider that it could not make any difference unless it completely interfered with the general traffic of the road?—I do not think it would. Of course, if you go with only one or two coaches, you would be more likely to be in time always.

803. Mr. *Wallace*.] Here is a return made to the House of Commons on the 3d of March 1836, which shows the cost of the conveyance of mails between Manchester and Liverpool for six years, four of which years are since the opening of the railway. In 1830, the expense was 223 *l.* 8 *s.* 3 *d.*; in 1831, 465 *l.*; in 1832, 535 *l.*; in 1833, 645 *l.* Can you account for the additional charge to the Post-office for conveying those mails?—I think that one thing is, that we pay a duty upon the guard. When they laid the duty upon the railways, we had to pay a duty per mile on the guard as a passenger.

804. Lord *Lowther*.] Does the mail go more frequently than it did in the beginning?—That may be the case.

805. Mr. *Baring*.] Do not you compound for the duty on the guard?—No, we do not compound upon the Liverpool and Manchester.

806. Not now, but did not you at first?—My impression is that we never did. We have never compounded since the Act was passed. They compounded with the smaller roads, but not with the Liverpool and Manchester.

807. Mr. *Wallace*.] This return shows that four mails are sent daily, and two upon Sundays, and that the same number went in the year 1830 as in the year 1833; so that the expense of carrying those in 1830 being 223 *l.*, the amount of 645 *l.* appears to be entirely a rise of charge by the railway company?—I do not think there has been any advance in the rate charged by the railway company; but there may have been more departures from Liverpool.

808. Mr. *Easthope*.] You do not remember whether the delivery of letters between the two places has been more frequent than formerly?—No, I do not. I have very little correspondence with Manchester myself, and therefore I cannot tell; but I should think the increased amount arises from that circumstance.

809. Lord *Lowther*.] When was the tax put on?—I do not know the precise time. On a passenger from Liverpool to Manchester it is about 4 *d.*; it is an eighth of a penny per passenger per mile.

810. *Chairman*.] Has your attention been called to a minute signed by the Duke of Richmond with reference to a communication which he had when he was Postmaster-general in the year 1833, with the agents and solicitors of the London and Birmingham and Grand Junction Railway Bills?—No; I was not aware that there was any minute of that kind.

811. You are not aware of any communication which took place between the agents of the Grand Junction Railway Bill at that time and the Duke of Richmond?—Yes, I am aware that something did take place.

812. Are you able to state to the Committee what is your understanding of the nature of that arrangement?—I had it only at secondhand. My impression was that they were to carry the mails upon fair terms.

813. Mr. *Baring*.] You were not present at any of the transactions or negotiations?—I was not present at any of them.

814. Mr. *Loch*.] Did not the Duke of Richmond press for some clause to protect the Post-office in the Grand Junction Act?—Yes, I think it arose out of that.

815. *Chairman*, to Mr. *Moss*.] You were present at that negotiation?—I was.

816. What is your understanding of the arrangement that was made between the Duke of Richmond on behalf of the Post-office and the Grand Junction Railway Company?—I should say decidedly that we should carry them upon fair and equitable terms. As far as I remember, those were the words of the Duke of Richmond.

817. Do you mean that there was no more specific agreement except those general

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general expressions, "fair and equitable terms"?—I was not present when the negotiation with the London and Birmingham took place; I was merely present in the House of Lords along with Lord Sandon, when we saw the Duke of Richmond on behalf of the Grand Junction. He stopped our Bill in its progress through the House of Lords, and he pressed us very much to know what price we should charge, and we said it was impossible to fix any price; but it was understood that we should carry the mails upon fair and equitable terms.

818. Are you sure that no stipulation was made that the mails and guards should be conveyed on terms not exceeding the sum paid for the conveyance of other passengers and packages on the railway?—I should say certainly not, according to my recollection.

819. Mr. *Baring*.] Have you no recollection with respect to any agreement which the company entered into, not to oppose any future general Bill that might be introduced containing provisions with respect to all railways?—No, I think that the Duke of Richmond remarked that they could be brought before Parliament again, in case they were unreasonable; it was merely in the lobby of the House of Lords.

820. Did not you see the clauses which were proposed by the duke?—No, there were two Bills that went through the House; we did not form part of the London and Birmingham; our Bill was stopped in the House of Lords, and we merely saw the duke in the House of Lords.

821. Who was the solicitor for the Grand Junction Railway at that time?—Swift & Company, and Barker & Sons for the London and Birmingham; I think they went down to the Post-office and had an interview with Mr. Freeling.

822. Mr. *Baring*, to Mr. *Earle*.] With respect to the tolls; what tolls do you charge now upon the Liverpool and Manchester?—We have no passengers that pay merely toll, the toll is included in the fare.

823. Do not other locomotive engines travel on your railroad, that do not belong to the company themselves?—So they do, but not for passengers; it is for goods.

824. What toll do you charge upon goods?—There are none between Liverpool and Manchester that pay toll, but there are between Bolton and Liverpool, and I think the charge is 2 *s.* a ton for 19 miles.

825. Is that the maximum?—No, I do not think it is.

826. Can you state what would be the maximum?—I think the toll for the whole distance would be 5 *s.* It is different for different kinds of goods.

827. Can you state upon what calculation this toll has been charged?—I do not think it is any particular calculation.

828. Not for the payment of any wear or tear of the road?—No; it forms a very inconsiderable item of the whole. I do not think that could be selected in the way mentioned.

829. You do not think you could make any calculation of that kind?—No, I do not think we could; because if it were all abstracted, it would not probably make any appreciable difference in the wear and tear of the road.

830. It has been stated that your profits upon the road were as toll collectors, not as carriers?—The reason of that is that we charge less than we are entitled to charge by the Act, and if we were to put to the carrying account our full toll, our toll account would be a very good one and our carrying account a very bad one.

831. You do not distinguish in your accounts between what you receive as toll collectors and what you receive as carriers?—No, it is a mere calculation that anybody can make.

832. Would not threepence a ton for toll be more than would be absolutely necessary to pay the additional expense of any particular carriage running over the road?—Probably it might.

833. Supposing the railway company were to charge beyond what might be considered fair terms, the only check at present existing is for the Post-office to run its own carriages, paying the toll?—Yes.

834. And supposing you were to charge the maximum tolls, you would charge, as between Birmingham and Liverpool, about 17 *s.* a passenger?—Yes.

835. Then they would have the protection of not being obliged to pay more toll than 17 *s.* for each passenger?—Yes.

836. You are aware that upon the turnpike roads the mails run toll-free?—Yes.

837. What would be the effect of permitting the mails to run toll-free upon your railway?—There is no toll upon the engine itself in the Act.

838. Nor,

838. Nor, of course, upon the men managing the engine?—I am not aware; that might be a legal question, perhaps.

839. Do you pay the King's duty for the men who manage the engine as passengers?—No, we do not.

840. Then they would hardly be considered as passengers in the eye of the law?—Probably not.

841. Then the tax would be upon the persons employed for the conducting of the mails?—I do not consider that anybody could run an engine without paying the company at all; it would be a clear evasion of the Act.

842. Lord *Lowther*.] Could not they be charged by weight, upon the weight of the engine?—Clearly.

843. Mr. *Baring*.] They would pay upon the letters?—Yes.

844. And upon the mail-guard?—Yes. I think they would be obliged to pay more than that; it would not be reasonable. I do not suppose they could enforce it in law to run an engine backwards and forwards, and wear out our road and pay no toll for it.

845. You have said that you have no means of ascertaining what a fair payment for wearing out the road would be?—No; but we know what the maintenance of the way costs us one year with another, or rather what it will cost us, judging from the Manchester and Liverpool.

846. But you say that the tolls have not been charged with reference to that?—Certainly; we have not charged the full toll, but toll is charged in the fare of the passengers.

847. But, with reference to those engines which do not belong to yourselves, you were asked whether the full toll was charged in respect of the wear and tear?—No, because they take a load which pays us; but if they were to run their engines backwards and forwards without taking a load that paid us, we should stop that soon.

848. Do you mean by raising the toll?—If they took no load, there would be no toll to pay upon it; but we should take some means to prevent persons running an engine backwards and forwards without paying any toll upon it.

849. What means could you take?—Under our Act, I think we might make a bye-law that no engine should go without paying something; I think it is only reasonable, and I think the courts of law would relieve us.

850. Mr. *Greene*.] In charging the tonnage upon goods, you place the heaviest amount of toll upon the articles that, from their value, will bear that additional tonnage?—Yes, that is the principle.

851. Lord *Lowther*.] Do any means occur to you for getting a recompense upon an engine that went backwards and forwards alone, without coming to Parliament for a new Act?—I am not sure; I do not pretend to give an opinion upon the law of the question, but it never could be contemplated that persons should pass an engine over the road without paying for it.

852. Lord *Granville Somerset*.] In addition to the mere wear and tear of a railroad, the parties composing the different companies that form the railroads anticipate some interest for the outlay of their capital?—Certainly; the communication between Liverpool and Manchester and London will cost not less than seven millions of money.

853. Mr. *Easthope*.] You have not received any interest at all yet from the Grand Junction Railway?—Not a shilling.

854. Do you know the average time of the advance of the money without interest?—It was begun three years and a half ago.

855. *Chairman*.] Is it not the fact that, by the Act regulating the Liverpool and Manchester Railway, you were obliged, in the case of your profits amounting to more than 10 per cent. upon your tolls, to give the benefit of any surplus that may exist to the public?—Yes.

856. There is no such clause affecting your profits as carriers, but merely as relating to tolls?—Yes.

857. Will not that circumstance render it necessary for you to keep a separate account of your profits as carriers from your profits as toll receivers?—We have thought the thing so remote, it has not been worth considering. It is a very long way off.

858. Mr. *Easthope*.] What do you divide?—We divide upon the whole amount expended about 7½ per cent.

859. Do not you pay more upon the shares?—Yes we have divided 10 per

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cent.; but we have funded our debt since that, and created shares, which brings it to about 7½ per cent. upon the whole money.

860. Lord *Lowther.*] Has there been any dividend upon the Grand Junction?—Not yet.

861. Lord *Granville Somerset.*] What money have you borrowed upon the Grand Junction?—£. 460,000.

862. What is the original capital?—£. 1,140,000.

863. Lord *Lowther.*] At what price are the shares in the market?—At 114*l.* or 115*l.* premium.

864. Mr. *Wallace.*] Is not there a dividend intended to be made very shortly?—We expect to make a dividend shortly.

865. Are you restricted to 10 per cent.?—No; we have no restriction.

866. The amount of the dividend is not yet known?—It is not known; I suppose it will be about 5*l.* for the half year.

867. Would it make any difference in the expense of conveying the mails that they should be taken by a third-rate carriage, as you heard the treasurer of the Kingstown and Dublin Railway say that the mails are there taken now, by a third-rate carriage in place of a first-rate carriage?—No; I do not think the carriage would make any difference. If you have a separate and entire carriage for the mail, of course it would make a very considerable difference.

868. *Chairman.*] What rate does a gentleman's carriage now pay which occupies a platform and four wheels, for going from Birmingham to Manchester or to Liverpool?—Three pounds or three guineas.

869. You charge the Post-office for a vehicle of something of the same kind 5*l.*?—Yes, I think that was the proposal; but then there are passengers in a gentleman's carriage, who pay 15*s.* each besides.

870. But suppose a gentleman's carriage has no passengers, or only a single passenger, should you charge more than 3*l.*?—No, we take our chance of that.

871. Then is not it laying a high charge upon the Post-office, who would be constant customers, to charge them 5*l.*, charging a carriage only 3*l.*?—No, I think not, for this reason, that if any gentleman were to come with his carriage, and say, I want to go by a particular train at a particular time throughout the whole year, we would not make an agreement with him at all; we would say, if our train is running at the time we should be glad to take you, but we would not bind ourselves.

872. But in the case where 5*l.* is charged to the Post-office, is it not also the fact that the Post-office has not the direction of the trains, but takes your time, and merely uses your train, starting at your own time?—We think the charge for gentlemen's carriages is exceedingly low; there is but one opinion about it at the board, that it is one of the lowest things we do.

873. Lord *Granville Somerset.*] In taking gentlemen's carriages, do not you frequently have them filled with passengers, for whom the full rate is paid?—Yes; if they go in their own carriage they only pay 15*s.*, and if they go in the train they pay a guinea.

874. Or they may pay 24*s.* if they go in a first-class carriage?—Yes.

875. Mr. *Easthope.*] Are you aware of what the practice is generally as to going in their own carriage or in yours?—I think the majority go in their own carriages; it is quite as safe and rather cheaper.

876. Why would not you contract with a gentleman to go in his own carriage every day that you pass the train?—We would contract; but supposing we wished to lay down a train, and we were bound to go merely for a gentleman's carriage, it might be a great loss to us.

877. Have not you trains that go at various hours in the day?—Yes; but we wish to give up those trains sometimes; but we are bound by the Post-office to continue them. The night trains, for instance, we should wish to discontinue.

Joseph Locke, Esq., called in; and Examined.

J. Locke, Esq.

878. *Chairman.*] YOU are a civil engineer?—I am.

879. With what railways have you been connected?—I have been connected more or less with most of those that have already been constructed; the Liverpool and Manchester, and the Grand Junction particularly, and at present the Southampton, and the Lancaster and Preston also.

880. Are

880. Are you at present engineer to any railways?—Yes, I am; to the Grand Junction, the Lancaster and Preston, the London and Southampton, and the Greenock and Glasgow. Those I am connected with at present.

881. As engineer, have you been consulted in the negotiations which have been going on between the different railway companies and the Post-office?—Only with respect to the Grand Junction.

882. You are aware then of the terms upon which the Grand Junction Railway Company expressed themselves willing to treat with the Post-office for the conveyance of the mails?—Yes; I think I know the terms generally; I have read most of the proposals that have been made on either side.

883. Does it appear to you that it would be easy to come to some fair general arrangement between the company and the Post-office?—No; I think it is very difficult.

884. Does that difficulty arise from the impossibility at present of knowing what will permanently be the expense incurred by the company for the service which is required to be performed on the part of the Post-office?—That is one of the reasons; but I think there will always be a difficulty in the railroad company making the passengers subservient to the Post-office, if such be required by the Post-office. I allude now more particularly to detaining trains for a quarter of an hour, or half an hour to an hour, in the event of a certain mail not having arrived in time. I think the passengers would complain of that.

885. You think that passengers would be less likely to resort to trains, whose departure was uncertain, than to those whose time is fixed and known beforehand?—Yes; and I think it is so desirable to be punctual in the starting of all railway trains, that the want of that punctuality would make it less desirable than it otherwise would be.

886. But supposing the whole line of railway to be complete from London to Manchester, you anticipate that there would be much variation in the times of starting and of stopping of the trains used for the purposes of the Post-office?—Yes; I believe that the locomotive engine is not yet in that state of perfection to justify one in hoping that perfect regularity would be maintained for the next 12 months, or even longer.

887. Supposing the whole line to be completed, why should the irregularity be greater in the case of a train employed in the service of the Post-office than in the case of a train employed for passengers in the ordinary manner?—It would not be more, but the same. If we were to start trains from Birmingham, we should not be subject to wait for trains from London; but if we were compelled to wait for those trains, passengers sitting waiting in a cold day might complain of it.

888. If the whole line of railway was completed, would not it be natural and expedient that upon passengers arriving at Birmingham, whether coming by a train employed by the Post-office or by another train, there might be trains ready to take them on to Manchester, if they desired to go on, without waiting?—It is desirable that they should; but if a train be half an hour behind time in arriving at a particular point, they have no right to expect a train to be in readiness to take them on immediately; there might not be a sufficient number to render it worth while.

889. On the other hand, do not you think that the certainty which a passenger starting from London, and desirous of going to Manchester, would feel that if he went by a Post-office train, when he arrived at Birmingham, he would immediately find another train to take him on to Manchester, would be a motive with the passenger to give a preference to the Post-office train?—I do not doubt that the Post-office train might be as favourite a one as any other, but there would be the same irregularity with the Post-office train as with any train belonging to the company. I do not think it would be worse with the Post-office train than with any other train, but still passengers would be liable to be detained at Birmingham if they were half an hour behind the time, unless the train starting to the north were detained half an hour.

890. Would it not be for the interest of the company to take care that passengers coming by the train to Birmingham might find, without delay, a train going on to Manchester?—It would, certainly, but it might happen that the number coming from London would not justify them in starting a train at the instant, the train which should have taken them on having started at the proper time. I want to draw a distinction between a train running from London to Manchester, and

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a train sent from London to Birmingham, to fit in with another train which starts at a precise time. The train being half an hour behind its time renders it necessary that they should either wait for another train at a later hour, or that the train which should have started at the proper time should have been detained.

891. In the case of coaches, is not it found by coach proprietors expedient to take care that passengers arriving by one coach at a place shall find, as soon as possible, a coach starting in the direction in which they are travelling, without waiting to see whether that coach does or does not fill upon a particular day?—Certainly; it is the general way of transacting business of that kind.

892. Would not that principle apply in the case of railroads?—Undoubtedly.

893. Mr. *Baring*.] For example, at Southampton and at Portsmouth, do not you know that the coaches wait for the steam-packets from the Isle of Wight?—I have no doubt of it.

894. Lord *Granville Somerset*.] Can you state what proportion of the traffic you expect to go all the way from London, as compared with that which will come to you collaterally?—I think that there will be from London to the north, taking Manchester and Liverpool and all the north of England together, as many passengers as would justify two or three trains per day to run directly through.

895. What proportion of other traffic would you expect besides that?—There are now six trains; that would be one half; but I do not include in this the shorter fares between Birmingham and Liverpool; but I think there would be as many coming from London to the north as there are from Birmingham to the north.

896. Mr. *Wallace*.] At what hours do you expect it would be convenient to start those three trains that would go from London all the way through?—I can scarcely tell; the day trains are generally most preferred; there would be of necessity a night train for the Post-office, but the other two should be in the day-time.

897. Have you any opinion as to what hours in the day?—I should say from seven o'clock to 10 or 11 in the forenoon. I am speaking now of what I think would suit the generality of travellers. If I were going myself to Liverpool, I think I should prefer going at 10 or 11, by which I should get to Liverpool that night.

898. In case of those trains going through to Liverpool, you would then dispatch a train from Birmingham before the London train came up?—Certainly; I would not book passengers at Birmingham to go on by that train, except subject to there being room. I would make them special London and Liverpool trains.

899. Then the inconvenience you have stated would not apply to those trains?—Certainly not to those trains.

900. Mr. *Easthope*.] You were understood to say that you consider that great punctuality in starting from the termini of the trains would be required by the public; that you would be exact in starting from Liverpool to London; that Birmingham being a large place, would require to have original trains of its own; and that you would not oblige a train that started from Birmingham, for example, at 10 o'clock in the morning, to wait for a train that came from Liverpool, and which ought to arrive at 10; suppose it did not arrive till half-past 10 or 11, do not you think there would be great inconvenience in obliging a train that is fixed to start at 10 from Birmingham to remain at Birmingham till 11, till the Liverpool train should have come up?—I think it would be a great inconvenience and a great subject of complaint.

901. *Chairman*.] Do not you think, with reference to the case which has been just put to you, that when the railroad comes into full operation, it would be for the interest of the company to have original trains starting from Birmingham to London, and also to have trains fitting in to one another in point of time, which would enable passengers to go without detention the whole way from Liverpool to London?—Certainly; but in a great town like Birmingham, if you have 100 persons waiting to go by a train, all sitting in the carriages, and the regular train does not come for half an hour or three quarters of an hour, that is a subject of complaint by those persons.

902. But you have expressed an opinion that it is probable that it would be desirable to have a series of trains that would enable a passenger to go the whole way without detention, either from London to Liverpool or from Liverpool to London?—No doubt of it; that is my opinion; two series of trains.

903. Mr. *Easthope.*] Do not you know that it is the opinion of those that have the conduct of railroads, that in such cases it would be expedient to insure punctuality of starting at the intermediate place, and not to oblige them to wait. For example, suppose the Liverpool train were fixed to come into Birmingham at 10 o'clock, or a quarter before 10, and that by some accident it did not arrive until half-past 10, is it not considered advisable by the conductors of railroads that the Birmingham train should start at its time, and that the passengers coming by the Liverpool train should take the earliest train afterwards to pursue their journey?—Yes, and for this reason. The train for London, if it were behind time half an hour would be a very unpopular train between Birmingham and Liverpool, because it would be half an hour behind time at every one of its intermediate stations, and the public would much rather depend upon a train that started from Birmingham at the proper time.

904. Mr. *Greene.*] But you have already said that it seems to you probable that there would be necessarily three trains a day passing the whole length from London to Liverpool, independent of the Birmingham trains?—I think so.

905. Then why cannot the Post-office communication be carried on by means of such trains as those?—I think it should.

906. Mr. *Wallace.*] At what rate of speed do you contemplate the journey will be made from London to Liverpool?—My own impression is 10 hours, five hours and a half from here to Birmingham, and four and a half to Liverpool. It is about 20 miles an hour, including all stoppages.

907. Mr. *Loch.*] Do you think that is the greatest speed that can be attempted with safety and certainty at the same time?—Perhaps not the greatest, but I would not undertake to guarantee to the Post-office much more than that speed at the present day. According to the present construction of the roads and the engines I do not think it would be desirable to guarantee so much as we do upon the Grand Junction now. I think 22 miles an hour is as much as we can guarantee.

908. You think you can guarantee 22 miles an hour?—Yes, I think it might be done; but it would be attended with more expense.

909. Mr. *Wallace.*] Do you speak of day or night?—I speak of day.

910. *Chairman.*] You think that 20 miles an hour might easily be guaranteed?—Yes, I think it might.

911. Mr. *Wallace.*] How many miles at night?—I think 20 miles an hour might be guaranteed in the night if you have not many trains, and there were not many passengers changing at the stations. One great cause of delay arises from the taking in and setting down of passengers at stations, and the taking in and setting down of carriages. One carriage is to stop at Stafford, and another at Wolverhampton. You lose five or ten minutes by such circumstances as those. Now if we are liable to this in carrying the mails by the trains, of course the railway company could not guarantee the delivery of the mails without allowing half an hour for such purposes as those.

912. Mr. *Wallace.*] Might it not be desirable to take into consideration the expediency of sending with the mails only passengers, and not carriages at all, so that the mails and passengers should go together without those interruptions?—That depends upon whether you could get such a number of passengers to travel by the mail trains as to render it desirable to send an engine with them. If you could get 40 or 50 passengers it would be a profitable train, and it might be done.

913. Mr. *Easthope.*] Is it your opinion that from the present immature state of railroads, and the imperfect knowledge of those who have their management, that all the parties are not in a condition to make any positive stipulation, or any legislative arrangement for the conveyance of the Post-office bags; and that the railroads, as well as the public, will be in a much better position for forming permanent plans a year or two hence?—That is quite my opinion. I think we want information upon the subject. The railroad companies want information as to the expense; and it also requires some consideration as to whether the public might not have some ground to complain if they were detained in the mode I have mentioned. If that can be obviated I think the public could not complain; on the contrary, they would require the greatest facility to be given to the Post-office.

914. From your knowledge of the conductors of railways, do you think they would object, in the intermediate time, to come into some such arrangement as this with the Post-office; for the Post-office to choose one arbitrator, and the companies to choose another, and those two to choose a third?—As far as I have had

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communication with parties with whom I am connected, I am sure they would willingly agree to any such plan upon the ground of not wanting anything but an equitable settlement of the question; I believe they would give all the information they possess, and ask nothing more than it really costs.

915. Do you think that the conductors of existing railways, and of those which are expected to come into operation the next year, or the next year and a half, would, in answer to any application from the Post-office, readily come into that arrangement?—I could not answer as to that; I think in the case of the London and Birmingham, who have expended so large a sum of money, they would be more likely to look to profit than other companies, who have not spent so large a sum of money.

916. Would you recommend that that kind of application should be made by the Post-office to the companies?—They could not be wrong in doing that; and I think that the railway companies could not be wrong in making that arrangement for the present.

917. And you think its reasonableness is so manifest, that the companies would not be likely to object to it?—I think not.

918. Mr. *Wallace.*] You have heard the evidence respecting the causes of the delays in conveying the mails, which are attributed generally to heavy trains being attached to the engines; would you be inclined to suppose that the weight of those trains has caused the accidents to the engines?—No; on the contrary, I think that the heavier the train and the less the speed, the less liable you are to accidents. The accidents we have had have arisen more generally from having a light train, and going very fast.

919. Does not the weight of the trains tend to produce delays?—Yes, it may cause a delay of a quarter of an hour or 20 minutes in the whole time, but the great delays have arisen from breaking an axletree, or some other cause arising out of very high speed.

920. *Chairman.*] Does very high speed greatly increase the wear and tear of the railroad?—Yes, it does, both of the railroad and the engine. The difficulty of ascertaining the cost of conveying at different speeds arises not so much from the wear and tear of the engine, and of the road, but from accidents. An accident is more likely to occur with a high speed than a small one, and if it does happen, the consequences are more serious. You lose 500*l.* in smashing a carriage to pieces; and those are things which must not be omitted in calculations of this kind.

921. Mr. *Wallace.*] Can you account for so many engines having broken upon the Grand Junction Railway?—Yes, I can; the chief defects are in the breaking of the front axles of the engines made by a particular manufacturer, and those axles were admitted by the manufacturer to be bad iron. I know from the person himself, that the manager of the iron-work from whence the iron came inspected the axles, and admitted that the iron had been overburnt, and that it had made it very brittle. I could give the Committee the names of the parties if they wished it.

922. Mr. *Greene.*] Do you apprehend, then, that the increased expense from increased speed consists rather in the liability to great accidents than in the actual destruction of the rails by tear and wear?—No; there is greater destruction both of the engine and of the road; but if I was making a calculation as to the difference of cost between one velocity and another, I should not omit the consideration of the increased liability to accidents on the road.

923. Are you able to estimate what is the increased cost of a high speed as regards the wear and tear upon the road?—No, I am not.

924. Lord *Granville Somerset.*] You cannot give the Committee any particular information as to the cost of any of the great articles of expenditure, either as to locomotive engines or as to the railroad itself?—Not at present. I have sat down with paper and ink, and I have gone so far as to come to guessing, and I am determined not to put my name to anything upon the subject at present.

925. When your railway was in Parliament were there not calculations offered to Parliament both as to the expenditure and as to the receipts?—Yes.

926. What data did you go upon, in the case of the Grand Junction Railway, in forming your calculations as to the expenditure for keeping the road in repair?—At that time, and in fact since that time to the present day, the prevailing practice is to look more at the experience of the Liverpool and Manchester Railway than to depend upon calculation. The principle which has generally been adopted during the last three or four Sessions is either one-third of the gross receipts or one-half,

half, depending upon whether the great amount of income is to be derived from passengers or from goods; and I believe in this case we took the expenses at one-half the income.

927. Upon what principle have you, or has any other person in your position, suggested 50 per cent. as the probable annual expenditure?—Because that is the approximation to the annual cost on the Liverpool and Manchester.

928. And for no other reason?—I believe that the Manchester and Liverpool cost rather more than that, but taking into consideration some expenses upon the Liverpool and Manchester, particularly the warehouses, which would not attach to another line of railway, 50 per cent. was considered a proper amount.

929. What, in your experience, has been the cost of keeping up the Grand Junction Railway?—That is very difficult to answer, but our contractors who made the road are bound to maintain it for 12 months, so that the keeping in repair the railroad does not at present fall upon the company, except in the amount that they have at present to pay to the contractors, but I believe it will amount to about 150 *l.* per mile per annum.

930. Supposing you were recommending a railroad scheme to Parliament, would you take the 50 per cent. as the datum of expense or not?—It would depend very much upon what the income was derived from; if there was a considerable proportion of passengers I might take 33 or 40. I have made some variation between 33 and 50, but I have always been between the two.

931. And that you believe is the extreme fluctuation dependant upon circumstances of the probable annual expense?—That is my opinion; but that opinion is formed from the Liverpool and Manchester entirely. In the course of another year or two we shall have also experience of the Grand Junction, which will give us more accurate information.

932. With regard to the engines and other articles for locomotive power, how have your calculations been made in your former estimate?—I believe there has been very little difference hitherto in the locomotive power. I think we consume perhaps rather more coke than I expected, but the performances of the locomotive engines have quite equalled my own expectations. I think we have done far more in opening our 100 miles in length than we could have expected; for running 100 miles with one engine, and running 30 miles are very different, and we find in the engine a totally new set of diseases. That which would do very well for an engine from Liverpool to Manchester begins to fail before it has gone 100 miles, and we are finding this out daily; we are remedying the daily inconveniences which we find, and in the course of six months, or less, we shall have rather more experience.

933. Is that another reason why it would be rash to give a positive opinion as to the expense at which you can carry the mails or passengers?—No; it is not so much as to the expense as with respect to avoiding delay. Instead of having an engine to fail for want of a bolt or a nut, we shall, probably, after a little experience, get rid of all those delays. The great expenses, such as the consumption of coke and the wages of men, and so on, will remain as they are, but we shall get rid of the causes of delay to which we have hitherto been subject.

934. *Chairman.*] Would not the employment of two engines to a train greatly increase the probability of accuracy in keeping time?—I think it would; but I know a case in which two engines was a positive hindrance; because anything happening to one engine, and that being the first engine, and not being able to keep out of the way, it becomes a hindrance to the other, and that also becomes useless.

935. Lord *Granville Somerset.*] Would you, therefore, prefer dividing a heavy train into two?—No; I would have stationary engines waiting along the line, and if anything happened, and the train was behind its time, the order would be for that engine to run out. I prefer that to having an additional engine to go with the train, as being cheaper, and I think more safe.

936. Would not you think it your duty always to have a greater locomotive power than the load actually required?—Yes; we often go with a locomotive power that could carry twice the load. I have myself come to Birmingham with 10, 12 or 13 coaches within the time, and upon other occasions I have been behind time with only seven coaches. We have that power with the engine that we can exert it just as we please up to a certain limit.

937. Do you mean to state that there has been any instance in which delay has arisen from the want of sufficient power?—No; there are times when we have a strong

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a strong head wind, and when, if we had power enough, we could force through the wind, and that occurring with a heavy train, renders of course the engine less equal to the load.

938. Then your answer would show it to be impossible to be always sure that you have sufficient locomotive power?—I am far from thinking that we shall always be sure; there must be states of the weather, and there will be circumstances which will render delays quite unavoidable.

939. Whatever be the amount of locomotive power that you attach to the train?—Yes, I think so.

940. Lord *Sandon*.] Are you not able to anticipate some circumstances of weather before the engines start, such as wind and moisture on the rails, which would induce you to put on a greater power than usual?—Certainly we might, for this reason: having engines stationed along the road every 20 or 30 miles, we could send one of those engines upon an incline, to assist the carriage, and then to come back again, and by that means we should be able to get over the worst part of the road, and to maintain our speed.

941. Lord *Granville Somerset*.] But supposing you apply this increased power, of course, *pro tanto*, it is an increase of expense?—It is.

942. And to keep this power always applicable to such circumstances as change of weather may produce, of course you must make a greater charge than if you were not obliged to keep up that additional power?—Certainly; but in the management of a great railroad, 100 miles in length, I think the company must keep up the power, whether they are remunerated for it or not.

943. In that way you carry the load with less expense than if the Post-office were to set up an establishment of their own?—I am quite sure that we could carry it for the Post-office for less money than they could carry it, even if they had no toll whatever to pay.

944. With regard to the statement of expense being formed upon the experience of the Liverpool and Manchester, is your Grand Junction Railroad formed upon the same principles as the Liverpool and Manchester?—Not exactly. The embankments are rather wider, and we have a protecting mound; but the Liverpool and Manchester are doing the same thing; they are putting protecting mounds, and widening their embankments.

945. Did not the Liverpool and Manchester originally lay down lighter rails?—They did; they are now substituting heavier rails.

946. Do you conceive that that is economical in the long run?—Certainly.

947. Is the distance between the sleepers the same in the two railways?—Our distance on the Grand Junction Railway is four feet. They were originally, on the Liverpool and Manchester, three feet. They have now gone to three feet nine, and in some instances to five feet.

948. What is your opinion of the comparative expense of the two methods of laying the rails, with reference to wear and tear?—My opinion is, that the long bearing with the heavy rail will be maintained at the least expense, the least number of supports with a heavy weight of iron.

949. Do not you consider that all those different considerations must be taken into account in estimating the annual cost of a railroad?—Certainly; but I should have very little difficulty in ascertaining the cost of a railroad, if I had the number that travelled each way per day, the price attached to them, and the speed they travel.

950. But you could not lay down any one particular railroad as an example, by which the cost upon other railroads could be calculated?—Certainly not; because whenever the trade varies, the cost must be a greater proportion upon one than on another.

951. And the original formation of the railroad, and the nature of the ground, and all the various circumstances belonging to different lines, must be taken into account?—Certainly.

952. So that no general rate could be laid down at which, with justice to the country on the one hand, and to the proprietors of the railroads on the other, the cost could be stated?—I think it could not.

953. It must vary according to the particular circumstances of each particular line?—I think so.

954. And the distance to be carried, and the speed?—Yes.

955. And the circumstances of night and day?—Yes.

956. All those must enter into the consideration before an adequate remuneration

tion on the one hand, and not an excessive one on the other, could be ascertained?—That is my opinion.

957. *Chairman.*] To what do you attribute the indisposition that has been manifested by parties not connected with the railway companies, to become carriers upon the railroads for the conveyance of passengers?—I do not know, unless it arises from the great capital that is required. It requires a very great capital to find power and carriages to supply any railroad of moderate extent, such capital as few persons would be disposed to invest; and particularly in the present want of information upon the subject, few persons would venture upon any such speculation.

958. It would require, on the part of the Post-office, if they engaged in the conveyance of the mails, the employment of a very large capital?—I think it would.

959. Would it require a great establishment of their own?—It depends upon the extent; for a train merely to convey one mail a day, the establishment required would not be so large as if the public became carriers upon the railway. For example, take the case from here to Liverpool: they want an engine to run between London and Liverpool; if they are to have the same certainty in their deliveries that the railway companies have, they must have 10 engines more between here and Liverpool stationed, in case of accident. Now, that would be a very serious expense upon one or two trains, and unless they run 10 or 12 trains per day, the expense of those spare engines would be so great, that they never could get any profit upon it; any person taking a certain line of railway, to work it economically, should have the whole trade of passengers, otherwise two extra sets of engines would be required to be kept as spare engines.

960. Supposing locomotive engines and railroads to be introduced generally throughout the country, it would of course require enormous capital and an immense establishment on the part of the Post-office to become carriers upon several of those railroads?—It would require very great capital.

961. Mr. *Loch.*] If a number of different persons were to establish locomotive engines upon a railroad, the amount of capital required would be much greater than if it was in the hands of one?—Clearly.

962. Mr. *Baring.*] You have stated that in your opinion it would be impossible to fix any one general rate of toll for different railroads; are you aware whether, in fixing the tolls upon the different railroads, those circumstances that you have adverted to have been taken into consideration, or has the sum been fixed without any accurate calculation?—I know several cases in which calculations have been made, and in which not only the cost of working the line, but the tolls, have been fixed upon higher rates, in consequence of it being required to make it a profitable line. There are several Acts of Parliament for much higher tolls than others, arising, in the first place, from the peculiarities in the construction of the road, and, in the next place, the want of a larger amount of traffic to make it remunerative without.

963. Do you think that the tolls fixed by Act of Parliament, have been fixed by reference to all those circumstances, or have they been fixed without proper consideration?—I cannot suppose that Parliament has done it without proper consideration; I have no doubt it has been properly put in, because the parties who promote these measures know that certain tolls are requisite to make it worth working; and there is always a difference between the maximum toll and that which is charged by the railway company, which enables one railroad to charge less or more than another; one company has the power of charging the maximum, to enable it to make five per cent, and another does not charge the maximum, so that there is a margin left between a good concern and another.

964. Do you mean that the maximum in the different Acts has been varied with reference to those circumstances only, or has the maximum been a general maximum that would cover the cost?—No; if it were so, the maximum would be the same in all cases, which it is not. I have seen great variations in the maximum rates.

965. And that variation has been made, you think, upon good grounds?—For those I have named, I think so.

966. Lord *Sandon.*] Have not the parties generally made a calculation of the expense to be incurred in forming a road, the amount of traffic to be expected, and the amount of toll upon that expected traffic, which make out a probable state-

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ment of expected profit?—Yes; that has been required by Parliament, during the last one or two sessions, to be given in evidence.

967. Do you consider that fog and snow, as well as wind and moisture, will make a difference in the punctuality of carriages upon a railroad?—Yes, I do, I think it will make a very considerable difference, but the difference there, would not arise from its being necessary to take precautionary measures in case of fog.

968. Should you be able to travel with security at the same rate in fog, as in clear weather?—Certainly not; not with the same security; you might travel without accident, but not with the same security.

969. Have you yet had the experience of the effect of snow upon the Liverpool and Manchester, or any other railway?—Not to any extent; we have had snow, but not so as to totally stop the railroad.

970. Has it had much effect in retarding speed?—Yes, certainly; an hour or two frequently has been lost between Liverpool and Manchester; that would make, in the same proportion, half a day difference between Birmingham and Liverpool.

971. Is that from slipping or actual obstruction?—From the slipping of the engines, arising from the pressure of the snow upon the rail, the snow forms a piece of ice between the engine and the rail, and you cannot progress.

972. Then it is from that cause, and not from the obstruction offered by the mass of snow?—Not from the obstruction, but it prevents its biting upon the rail.

973. Would that be cured by an increase of power?—No.

974. Can you devise any scheme of remedying that by throwing sand upon it, or anything of that sort?—Yes; we are obliged to throw sand on in cases of that description, or anything that is upon the railway. We can get over it by doing that; but that is a delay. We never have that state of things without having delay with it.

975. The sand which you throw upon the rail for the purpose of facilitating the passage in that case, is afterwards an obstruction to it, when the snow is removed?—Yes, it is; it takes two or three times as much power to carry the carriages upon the sand as if it had not been placed there; but it is necessary to enable the engine to move forward.

976. Mr. *Baring*.] Is it your opinion, looking forward, that ultimately the Post-office will be obliged to employ engines separate from those conveyances used by the public on railroads?—No, I do not look forward to that at all.

977. You stated the great difficulty of accommodating the public and at the same time accommodating the Post-office; do you think that ultimately those two objects may be reconciled without much difficulty, or do you think we shall be obliged to have separate conveyances for the mails?—I do not think it is necessary that there should be separate conveyances for the mails; I think that after the lines are opened, and when it is seen what number of persons come by the trains from London to Liverpool, it will then be seen whether you ought to detain the train at Birmingham, or whether you ought to allow it to go, and compel the passengers, if the train from London arrives too late, to wait for the next train. If it were a mail-train, I should say that there ought to be an engine waiting to take on the mail, passengers or no passengers; and I am sure that that can be better done by the company than by the Post-office.

978. You think the difficulties will be got over after a certain time of trial?—I have no doubt about it.

979. Mr. *Wallace*.] What effect do you think would arise out of any general regulation as to stopping the use of railroads during the time of Divine service on Sundays?—That is so wide a subject, and one in which those who are more distant from the metropolis are so deeply concerned, that I should say, that anything we have now experienced in the Liverpool and Manchester and the Grand Junction would scarcely bear upon anything beyond Lancaster. I think it would have a very serious effect upon the Post-office communications in Scotland if you were to restrict the use of the railway between any hours on Sunday, even the hours of ten and four.

980. Lord *Granville Somerset*.] In an engineering point of view, is travelling at night inconvenient so far as regards taking care of the road?—No; the engine keeps the proper direction just the same in the night as in the daytime; the difficulty is in the superintendent on the road being able to perceive anything.

981. In your opinion would the constant travelling at night cause either serious difficulty or serious expense?—No, I do not think it would; I think that night travelling will become as general as day travelling.

982. Lord

982. Lord *Sandon.*] It would be so far additional expense that you will be obliged to have additional establishments during the night?—Yes; if it became necessary to convey the mail with only one train at night, it would be far more expensive to keep up that train than any train in the daytime, because you have six or seven in the day.

983. Lord *Granville Somerset.*] Do you contemplate the possibility of lighting the road at night?—No, I do not see the necessity for it. Good lights, carried with the train, I think is all that can be done.

984. Would the travelling at night always be exposed to more casualties than in the daytime?—I think always more.

985. Lord *Sandon.*] And so far it will make it more expensive?—It must be so.

986. *Chairman.*] But when the railway comes completely into operation, you do not anticipate that there will be any serious difficulty in travelling by night?—There will be no difficulty. It all resolves itself into matter of expense; the expense will be greater in this respect, that you cannot find so many persons to travel by night as in the day; therefore you have to divide the same expense upon one train instead of six or eight.

987. In no other respect will the expense be increased?—I am not aware of any, except what arises from accidents, which will be more likely to happen in the night.

988. You have stated that parties unconnected with the railroad are not found willing to become carriers for the conveyance of passengers upon the railroads, and you have attributed that circumstance to the great capital requisite for such an undertaking; how does it happen that private parties are found who are willing to become carriers for the conveyance of goods upon the railways?—The capital necessary for carrying goods is not so great as it would be for passengers. Those who carry goods upon the Liverpool and Manchester are carriers not only upon that railway, but upon most of the canals in that district, like Pickford's. The party has perhaps four or five engines, and he runs his goods from Bolton and Liverpool and Manchester. He has an establishment at Bolton, and a connexion with the canal; he sends his goods into Yorkshire. This is the only part of the great line of communication upon which there is a carrier. Then there are other persons that own coal estates, who are carriers themselves, and have three or four engines, and perhaps 100 coal waggons; and the capital invested in either of those concerns, or all put together, would not equal the capital embarked in the conveyance of passengers.

989. If parties enter into a speculation for the conveyance of goods along the railway, why does not it answer to convey passengers at the same time?—I do not know that.

990. Is the difference of speed in the conveyance of goods, and in the conveyance of passengers, sufficient to account for the difference of capital required?—Certainly; they carry such trains from Liverpool to Bolton, that I think they must be twice the time as the trains with passengers.

991. Mr. *Easthope.*] Have they not an establishment which is adapted to the conveyance of goods, and which would not be adapted to the conveyance of passengers?—Yes; I believe the parties were carriers before.

992. Do not you think there are persons connected with the coaching trade who are looking to become carriers of passengers, but they do not yet understand enough about it?—I have had some conversation with coach proprietors about it, but they are all in the dark upon the subject at present.

993. Lord *Sandon.*] Would you say, with regard to carriage upon railroads, that the larger the amount of capital employed the more likely it would be to be executed with profit and punctuality?—Certainly; if the trade were divided among a number of carriers, it could neither be done so well nor so economically, nor so profitably, there are so many dovetails, one fitting into another; for example, one establishment of spare engines will serve for the whole trade; and it all being under one establishment there is one head, and I am certain that the economy and advantage would be much greater upon that system than by any division of capital.

[*The following letter, addressed by Mr. Robert Stephenson to the Secretary of the London and Birmingham Railway Company, was delivered in, and read.*]

J. *Locke*, Esq.

14 December 1837.

London and Birmingham Railway.

To the Secretary of the London and Birmingham Railway Company.

Railway Office, Coventry, 11 Dec. 1837.

Sir,

Referring to the Minute of the Directors, No. 65, of 5th instant, I cannot recommend any arrangements for adoption which may involve the necessity of working the railway during the night, until the new embankments have consolidated, and the permanent road been repeatedly adjusted. The height and extent of several of the embankments on this line, as well as the nature of the materials of which some of them are composed, render this precaution absolutely necessary; at least three months after the opening we must necessarily occupy the chief part of the night to conveying ballast from one part to another, in adjusting the permanent road, and in rectifying any slips on the slopes of the cuttings and embankments. We may look forward to these operations being necessary, with absolute certainty, and if sufficient time and fitting opportunities be not allowed during the period I have named, disappointments and delays must be the result, and the time prolonged for putting the railway into good working order.

Yours, &c.

(signed) *Robt. Stephenson*, Engineer.

994. You have heard the letter read signed by Mr. Stephenson; do you concur in the opinion expressed in that letter?—I have no doubt there are embankments upon the London and Birmingham Railway which would make it desirable that they should not be precipitous in opening the line during the night, and I have no doubt that is a very proper and wise advice in that case, but there might be other cases where such embankments did not require that peculiar care, and where such precaution would not be necessary.

995. Generally speaking, railroads, in the early stages of their opening, must require a great deal more repair than after they have been in use a year or two?—Yes; and with the Grand Junction, if we had had night-trains as well as day-trains, it would not have been wise to have opened when we did.

John M'Neil, Esq., called in; and Examined.

John M'Neil, Esq.

996. Mr. *Wallace*.] YOU are a civil engineer?—I am.

997. You were present the other day when evidence was given respecting the state of the road between London and Birmingham, as regards its being impossible to keep time by the mail-coaches arriving there to meet the trains?—I was.

998. Have you inspected that road since, in your capacity of engineer?—I have.

999. Will you state to the Committee what you have observed in reference to the statement made of the condition of the road?—I should wish to observe, that previous to my being here the other day there was a representation from Colonel Maberly to one of the Commissioners of Woods and Forests, complaining of the delay of the mails, in consequence of the bad state of the road; on that occasion I went down and examined the line from end to end; the parts complained of particularly were near Dunstable, and further on between Fenny Stratford and Towcester. I found that in one or two portions complained of, for a short distance, perhaps three quarters of a mile, there was an accumulation of mud, arising from the carts employed in the works having dropped a portion of it, and that it wanted to be scraped. In every other respect the works were exceedingly well guarded as to the protection for travellers; they were lighted, and watchmen kept upon those parts; there was an order immediately made that that portion of the work which required the carts to be driven over the road with the earth work should be stopped. It was stopped; and, on my last inspection on Monday and Tuesday last, I examined carefully all those parts, and I never saw the road in a better state, and I have known it now for 13 years. I was 10 years assistant to Mr. Telford, and after his death I was appointed engineer to it, and I have never seen it, at this period of the year, in so good a state as at this moment. Just when I was at the Chalk-hill, a person came up driving a gig, and spoke to Mr. Bush, and I asked what his name was; I thought, from having seen him occasionally on the road, that he was a coachmaster, and it turned out to be Mr. Liley, who horses several of the coaches, and he was asked by Sir Henry Parnell, who was by, what he thought of the road, and he said nothing could be better.

1000. Then, so far as your observation and experience go, there would be no just cause for the mail-coaches not keeping their time between London and Birmingham, at present?—Certainly not, at present, nor for some weeks past. I think that at the time the representation was made by Colonel Maberly to Sir Henry

Henry Parnell, there was a slight quantity of mud upon those two portions of the road; that might have increased the time of travelling by, perhaps, three or four minutes. I should also observe, that any delay that might occur in those two portions is more than compensated by the facility with which the mail-coaches can work up those hills near Weedon. I am certain that two horses can produce a better effect, now that portion is completed, than four horses could before.

1001. Lord *Granville Somerset.*] Can you state the length of those two alterations?—I cannot immediately.

1002. Can you state the breadth?—The width is now 20 feet.

1003. Is that sufficient for carriages to pass?—Two carriages can pass, but not very rapidly.

1004. Would it not be dangerous for a mail-coach to go any considerable pace down that road, as it now is, at night?—I do not consider that it would; the night before last a mail-coach passed me as I was on another coach, and, apparently, without any difficulty; I was coming up.

1005. What pace were the two coaches going?—I should imagine eight miles an hour coming up, and the other, going down, about 10 miles an hour.

1006. Do not you suppose that it is more dangerous for a coach to go along those improvements at this moment, than it was before the improvements were commenced?—No doubt of it.

1007. At whose expense are those improvements to be made?—The money is advanced by the Exchequer, I believe, upon the tolls of the trust.

1008. What is the whole sum of money which you anticipate it will cost?—I think it is 32,000 *l.*

1009. Were you consulted as to the expediency of laying out that large sum of money, considering the probability of a railroad communication?—No, I was not.

1010. Do you anticipate that the tolls will ever repay that money, with the probability of the opening of the railroad?—I think they will; there is very great local trade carried on from town to town, which could not be taken by the railway; I have no doubt that a very large portion, perhaps eight-tenths of the general travelling, may go by the railway.

1011. Is that trade of a description that will prefer having those two improvements to having the tolls lighter?—That I cannot tell; I think that the advantage to be gained, by lessening the horse-labour, will be very considerable, and in many cases will be preferred; there is one instance, which my superintendent saw; there were two horses taking up a waggon-load of coal, in which they usually have four horses employed.

1012. What difference of toll will there be in consequence of those improvements?—I think it is various.

1013. Lord *Sandon.*] In that particular case, would it be cheaper for the man to have two horses at the new toll, than four horses at the old toll?—In that particular case, I have no doubt they would prefer having the additional toll.

1014. Lord *Granville Somerset.*] Over what space will the tolls be higher to pay the 32,000 *l.*?—It extends all the way from London to Stonebridge, near Coventry.

1015. Then do the parties travelling down to St. Alban's pay for the advantage of the people travelling between St. Alban's and Coventry?—No, the increased tolls are only imposed where the improvements are made.

1016. And you do not know what the increase of toll is?—I can furnish a statement of it in each particular case; I think, in some cases, it is an increase of 3 *d.* upon 6 *d.*, making it 9 *d.*; and I think, in other cases, it is an increase of 1 ½ *d.* where it was 6 *d.*

1017. How long have those works been in course of preparation?—I think it is about a year ago.

1018. Long after the Birmingham Railway was in progress?—Yes; I got the orders after they were in progress, but those improvements were contemplated long before the Birmingham Railway was thought of.

1019. Was the work ordered and begun subsequent to the commencement of the formation of the railway?—Since the commencement of the railway; I had nothing to do with it, further than preparing the plans.

1020. Lord *Sandon.*] Would the existing tolls have been reduced but for the adoption of these new improvements?—I do not think they would have been reduced.

Lunæ, 18° *die Decembris*, 1837.

MEMBERS PRESENT.

Mr. Easthope.	Mr. Labouchere.
Lord Charles Fitzroy.	Mr. Loch.
Mr. Greene.	Lord Lowther.
Mr. Hutton.	Lord Seymour.

THE RIGHT HON. HENRY LABOUCHERE, IN THE CHAIR.

Mr. *William Chaplin*, called in; and Examined.

Mr. *W. Chaplin.*

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1021. *Chairman.*] YOU are an extensive coach proprietor?—Yes, rather so.

1022. You have been engaged in contracts with the Post-office for a long time for the conveyance of mails?—Very considerably.

1023. Have you at present any contract with the Post-office for the conveyance of the mails upon a line of road parallel with the Grand Junction Railway?—Not precisely so; we have abandoned the Manchester and Liverpool mails which run parallel, and the only two I have upon it are one to Halifax on the right, and one to Holyhead upon the left.

1024. Why did you abandon the roads that now run parallel to the railway?—I anticipated that the railway would carry the passengers, the trade which supported the mail; I applied to the Post-office, and we mutually arranged a give and take understanding, that we should not require that notice which is common between the Post-office and the contractors, and that if it were desirable that they should proceed from London to Birmingham by the railway, we would relinquish in favour of such a measure, and it was so acted upon.

1025. So that the agreement with you to carry the mails by coach ceased because they are now carried by the railway?—Because they are carried by the railway. The effect was exactly that which we anticipated it would be, the passengers went entirely by the railway.

1026. Then even in the present unfinished and imperfect state of the railway communication between London and Manchester, it would be a very unprofitable speculation to have a coach running on a parallel line of road?—Exceedingly so; because with respect to all mail-coaches, or any other coach, the main support is based upon the supply of passengers, that being absent, of course the expenses would be enormous.

1027. You find the passengers almost universally prefer the railway to the high road?—Universally.

1028. Lord *Lowther.*] Do not a great many persons go by the railroad?—Yes, they all do now, because of the speed.

1029. Do you know what the comparative price is between the railway charge for parcels and the coach?—There is no defined price at present, because there has been nothing sufficiently complete in its arrangements to make a specific charge to the public for.

1030. What is the price for parcels now from Birmingham to Liverpool?—From Birmingham to Liverpool it would have been originally about 1*s.*, now it is 1*s.* 6*d.*; but then it includes the delivery; the price is greater from Liverpool to London now than it was, but that arises from its going through different hands, neither of which are wholly responsible for the conduct of the affair.

1031. Are not there a great number of parcels go by the trains from Birmingham and Liverpool?—All that we take down to Birmingham for Liverpool; their charge about corresponds with what was charged before.

1032. Does it exceed what the former charge was by the coaches?—It appears to do so, because they include the delivery of the parcel at Liverpool or Manchester; the whole charge throughout is greater, but that does not apply to the railway alone.

1033. *Chairman.*] Are you not engaged in a negotiation with the railway companies

panies for the conveyance of passengers between the termini?—I have just completed an arrangement to that effect.

1034. How many miles is the intervening space?—It is about 37.

1035. Mr. *Hutton.*] When is that to commence?—It is supposed on the 1st of February.

1036. Have you made any agreement with the Post-office for the conveyance of the mails for that space?—No; I consider it will be unnecessary; because the mails would require no new feature from us; because there could be no additional speed given to the mails on that distance; because the whole must go from one train to go forward to another.

1037. *Chairman.*] The Post-office have not attempted to treat separately with you?—No; I understand the Post-office are anxious to get the mails forwarded by the railway; but that the railway is not yet sufficiently complete to take the responsibility of the post business in their hands, for fear of getting into bad repute, and on other grounds; and therefore we are in an open arrangement with the Post-office, waiting, as it were, their pleasure.

1038. Mr. *Loch.*] If the bags continued to be forwarded by the mail from London to Birmingham after the 1st of February next, do you conceive it would be a losing concern carrying the mail to Birmingham?—I think exceedingly so; because passengers, which are the main support, will naturally go out of London at two or three o'clock in the afternoon, when they can get to Birmingham by eleven at night, and avoid travelling all night. The difference of time between two and eight would not justify a man's travelling all night; so that I expect that we shall have but very light loading.

1039. Then if the railway refuse to take the mail after the 1st of February, the Post-office must be at a great additional expense, in order to induce you to carry the mail to Birmingham by means of the common coach?—I should certainly think so.

1040. Are you bound by your contract to carry on the mail whether it is a losing concern or not, after the 1st of February?—No; we arranged with the Post-office, on the commencement of the mails from London to Birmingham on July 4th, to act in co-operation with the Grand Junction Railway. All matters appeared so uncertain that they made a sort of open arrangement, by which we were to be paid in proportion for the outlay and for the stock. Being called upon to put on additional mails on so short a tenure, we arranged that if it lasted so many months, we should have so much; and if so many more months, so much less: so that we should be subject to two months' notice on either side, we not wishing to place them in difficulties, and they, in return, wishing to behave kindly to us.

1041. Is it not understood that the railway have declined to take the mail immediately after its partial opening on the 1st of February?—I understand so; but not officially.

1042. And that the only means that the Post-office will have, will be either to change the hour of dispatch from London, or to send the mail by coaches, as at present, at a loss?—Yes, at a greater expense.

1043. You know intimately the road between Birmingham and Liverpool and Birmingham and Manchester, and you knew the state of the coaches upon that road previously to the opening of that railway?—Perfectly.

1044. Has it not entirely annihilated the whole of them?—I think there are one or two left; but I expect that they will very soon find their level. I mean that they will fall.

1045. Then, in point of fact, the Grand Junction Railway, since its opening, has entirely put an end to all travelling upon the road by which the coaches went formerly?—Yes; I believe there are two coaches, one to Manchester, and one to Liverpool, only remaining; all the mails certainly are put an end to.

1046. Do you conceive that, under the existing law, the Post-office is entirely in the power of the railway companies, as to the terms that they can impose upon them for the conveyance of the mail?—I should imagine that the Post-office is in a situation very much like that of the carriers generally trafficking upon the road. It is a matter which I have seriously considered, before I entertained the idea of sacrificing a large business; but I do not conceive that we, as carriers, could ever do anything on the railroad in any shape or way. I think it would be impracticable, for a variety of reasons. The habits of coach proprietors generally are very ill adapted to the intricacy of machinery, and I fear that there would not be sufficient

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capital brought to bear upon any district, by coach proprietors or carriers, to conduct the whole line of railway traffic. Now if they could not do the whole, which I fear they would not, as knowing nothing about it, and prejudiced against it, I am sure they could not do a part, because it would be at the caprice of the engineers and the directors that their capital would be placed; and as to the hours of starting any train, I think it will be like the fable of the people with Jupiter, they would want power, and then want it taken out of their hands afterwards. There would be so much difference of opinion as to the question of the hours of departure, that no different sets of men could have an organized business upon the railway. It must be entirely in the management of one direction. And another thing would be the toll, which is chargeable on the person who places carriages, that would be so completely destructive of his interest, because the coaching people could not subscribe sufficient capital to carry on the whole. Therefore if they had a part, and the railway itself had another part, of the carrying traffic, and if the railway direction found that individual exertion was bearing against their exertion, they would take care to put such a toll upon the individual as would leave him very little profit for his traffic.

1047. Then, in your opinion, the railway has an entire monopoly of the travelling for itself?—That is my opinion; it is not a monopoly in words, but practically in its effect I should say it mainly is so.

1048. Lord *Lowther.*] Might not also the railway company operate in another way, regulating the hours of departure?—Yes; the Acts generally run, that the machinery, and the hours of departure, and a variety of matters, would be under the direction of the railroad.

1049. And that might be inconvenient to the coach proprietors?—So much so, that I am sure they would not place their capital at such risk, more especially as knowing nothing about it, and being very much prejudiced against it.

1050. Are not the tolls fixed by Act of Parliament?—Yes, to the extent of certain points.

1051. *Chairman.*] Is it not the case that some parties have entered into agreements with the railway companies to become carriers of goods upon the different railroads?—I think there may have been some arrangements of that sort upon the Liverpool and Manchester; I am not aware of any upon any of the minor railways; but I do not know anything particularly about it.

1052. Mr. *Easthope.*] You have devoted your attention a good deal to inquiring about railroads?—I have.

1053. And of course you have had a good deal of communication with railroad companies?—Certainly.

1054. Do you believe, that if any practical course could be taken by the company, so far as your communications have led you to form an opinion about it, that the companies would be glad to be rid of the details of the management, and would be glad to place the road, as respects the carrying, in the hands of other individuals?—I infer most probably they will at some future day; for I think the details will bother them exceedingly.

1055. You have had considerable engagements with them in going to their termini, and so on?—Yes.

1056. Does there appear on the part of the companies you have had to do with, any disposition to extort, or to keep the thing as a monopoly, more than is rendered necessary by the circumstances of their concern; has there been any feeling of anxiety to keep it a close monopoly, and to let nobody share in its management and in its profits?—On the first communication which I had upon this subject with the Grand Junction Railway, they distinctly objected to any connexion, however remote, in what they call their trade; but that does not seem to operate upon the minds of the London and Birmingham directors, and what they have done shows an opposite disposition; and from what I can gather from other railway companies, I think that where there are parties who are experienced in the trade, and of respectability in those channels in which the trade is accustomed to flow, they feel a desire to co-operate with them.

1057. Do you think that if there is anything as between the railway companies and the Post-office, which does not go very smoothly, it may reasonably be attributed to neither party sufficiently understanding what their position is, to enable them to come to any positive and well-digested agreement?—I think it must be so; because a railway company must naturally be anxious to carry all the traffic they can, and to have the character and sanction which it carries with it; such a

business would be as desirable to them as it has been to us as coach proprietors; the Post-office business, of course, must be done with exceeding regularity, which has not been experienced in the short trial of the railroads from Birmingham to Liverpool and Manchester. The Post-office have been accustomed in all their measures to be of course paramount with us coach proprietors, and perhaps that may be a little difficulty.

1058. Mr. *Loch.*] If the Post-office could not agree with you for the carriage of a mail by an ordinary road, they might agree with some other coach proprietor?—Yes.

1059. Supposing they cannot agree with the Grand Junction Railroad, what is their remedy then?—But then I think it would be felt thus, that there would be men of ability and discernment in the management of such affairs, and that the public opinion and the maintenance of their own character, and everything, would combine to make them lend themselves to the accommodation of the Post-office.

1060. Mr. *Easthope.*] With the coach proprietors, has not the practice of the Post-office been to put one against another in competition, so as to get them into very fair and low terms, and has not that course been effective to keep down the terms?—They have managed with very great tact. There is Mr. Johnson, and also Mr. Louis; they are men of considerable ability; they have known how to turn to their own account the competition existing in our trade, and yet they have done it with gentlemanly feelings, so that really we have occasionally stepped out of our way to promote their views, because we have seen what certain gentlemen have said. I can state that the mail business is done at a loss; the labour of forwarding the mail is a loss, taking them as a whole.

1061. The Post-office practically have it in their power, and have practised it without anything that has been to be complained of, to put one against the other in competition, so that they have been in the practice of running at very low rates?—Something like that.

1062. That cannot be so much the case in the railroads?—No.

1063. Do not you think that if the railroad companies were, in consequence of there not being proper rules by which competition could be enforced, to extort from the Post-office, or from the public, that it would raise a clamour against them that would be, in the end, very prejudicial to them?—I should imagine that it would; I should think they have too much good sense to do so.

1064. Are you a railroad director?—I am.

1065. In any company that you engaged in, would not it occur to you that it would be unwise, as matter of policy, to do so?—I am quite sure that railway companies, if they do not find it now, will find, that it must be by extreme numbers that they are to get their support; and they would know, because they would be men of intelligence mostly, that it must be by moderate prices that they would obtain that great supply, and they would know the advantages of it.

1066. Looking to your knowledge, and to your connexion with railroads, what would be your own opinion as to the policy, inasmuch as you were laid open to the imputation of being monopolists, would you not think it sound policy to counteract any opinion of that kind by being as liberal as you could, consistently with justice to the public, and especially to the Post-office?—I should think they would do so.

1067. Do you think that with the present limited experience of railroad companies the Post-office could safely come to any positive defined plan by which the thing could be expected to be permanently regulated, both as to expense and as to time?—The great difficulty with the Post-office would appear to me to be the habits of London society, in consequence of which the eight o'clock dispatch is so universally approved of; it is inconvenient for the railroads to commence their proceedings so late at night in the early stages of them. I am quite sure they have every desire to accommodate the Post-office; but it will require some time for people to get confidence to travel by them in the day, much more to start at eight o'clock at night. Now I do feel this from dearly-bought experience. I put on a coach from London, at six o'clock, to supply the Grand Junction Railway's last train in the evening to Manchester and Liverpool, thereby forming a daily conveyance from the metropolis from Manchester to Liverpool. The result has been, that I have lost a considerable sum of money through that notion, for the people would not go to start at six o'clock or half-past six in the dark; but they went down in later coaches from London, and slept at Birmingham, and proceeded in the morning. It shows that nothing but the bags would go at this late

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hour, and more especially for any distance short of that; say into the South to Brighton or Southampton, people would, as matter of course, go out of London at four o'clock or five o'clock, and get down at dark to their journey's end, and there would be no great quantity go out as late as eight o'clock at night for a short distance.

1068. Mr. *Loch.*] When the railway is completed to Liverpool, will it then be convenient to leave London at eight at night to get there the next morning?—I think it will; but it must be considered, that the railway saves so much time, that people will turn in their mind whether they will not go to bed in the night and travel in the day.

1069. You said, in answer to a former question, that you thought that the influence of public opinion upon the railway directors would be such as to always keep the prices at a very moderate rate, and at a decreasing rate. Now, supposing this was to present itself to the consideration of the railroad directors, that they found they could carry at a less expense a smaller number of persons by raising the rate, would they not rather carry a smaller number at a less expense than a larger number at a greater expense?—That is probable.

1070. *Chairman.*] Can you state to the Committee the proportion which generally the fares charged upon the railways bear to the fares charged by the ordinary mode of coach travelling?—The average fare upon the railways, I believe, is about 2 *d.* a mile; and the average of the coaching charges generally through the kingdom would be about 4½ *d.* to 5*d.* a mile inside, and 2½ *d.* outside. Upon the London and Birmingham Railway, for the little distance they have been going, they have charged about 3*d.* a mile inside and 1¾ *d.* a mile outside. Then there would be about two to one of the inferior fare.

1071. Lord *Lowther.*] Do you know what it is upon the slow trains?—I think the fare is about 14 *s.* or 15 *s.* as compared with a guinea. With respect to the prices, it would after all be a matter of time against money; because if the railway gentlemen went too high, there is the road after all to traffic on at a low price by the common mode of conveyance, if they were too high by the railway.

1072. Mr. *Loch.*] Then the railway would raise it just high enough to make the most profit without inducing any coaches to come upon the road?—They must raise it high enough to pay themselves for the labour; perhaps they had not it high enough before.

1073. Then the force of public opinion would not operate upon them as to fixing the prices in that case?—The force of public opinion would be very great if they did not make a profit upon their undertaking.

1074. *Chairman.*] Do you think the force of public opinion would induce them to lower the rate of profit one farthing below what could fairly be made?—I cannot say.

1075. Mr. *Easthope.*] Is not it a fact that persons that have engaged in railways as a speculation, contemplate a great portion of their profit from changing the habits of the people, and inducing more travelling?—I feel confident about that.

1076. Would they be entitled to feel confidence if they did not intend to reduce the expense of travelling very much?—Most assuredly that is the basis upon which they get support.

1077. With respect to coach travelling, have you not always found, that when coaches have been running in opposition to each other at very low fares, the increase of travelling has been very great when the fares have been diminished to a very low rate?—Certainly.

1078. Do not you think that that is one of the reasons, as well as the economy of time, why the travelling will be much increased upon railroads?—I am sure it will.

1079. If that be the case, would not raising the charge upon railroads greatly operate against that view?—Yes; but I think that people care most about speed, because we always found that though cheap coaches took great loads, still, that the best and fastest conducted coaches load and pay us the best; that people will pay for good travelling; and although a mile an hour put on the speed would take 13 or 20 per cent. more cost, still it is always promptly met by the public.

1080. You calculate that no coach travelling that can be planned can effectually compete with the railroad travelling?—In no shape or way; it is quite out of the question.

1081. Therefore, believing that everything must find its level, you are putting yourself

yourself in a train to go with the railroad, and not to continue your large operations upon the ordinary roads?—That is quite my endeavour at this moment. Mr. *W. Chaplin.*

1082. *Chairman.*] That is to say, you are transferring your capital from the business of a coach proprietor to that of a railroad proprietor?—Not so much so as getting out of my coaching; I have been hardly long enough in railway experience to know how far to go into that. 18 December 1837.

1083. Lord *Charles Fitzroy.*] Can you say how long a contract ought to last for any person to make a safe contract upon the railroad, now in its unfinished state?—The outlay for locomotive engines and carriages must be of a large amount, and therefore it requires a corresponding time to let the property get into action. Nobody would go to build locomotive engines and carriages on a railway without a stated and fixed time for its operation.

1084. Therefore you would think it unsafe to enter into any contract upon a railroad in its unfinished state?—I am quite sure that no coachmaster would undertake it.

1085. Mr. *Easthope.*] Up to the present time, there is no principle upon which such a contract could be chalked out, to be safe to the persons engaging in it?—No.

1086. Do you think that if, in the course of time, there could be plans chalked out which would be safe towards the individuals engaging in them, there would be any want of capital or disposition on the part of people accustomed to that business to engage in such business?—I do not think there would, if they saw their way.

1087. Is it your opinion that the railroad directors and the proprietors would consider themselves fortunate if they could chalk out such a plan, to get rid of the details that are necessarily united with being carriers themselves?—I should think remarkably so, because it would make a certain profit without any labour.

Mr. *Benjamin Worthy Horne,* called in; and Examined.

1088. *Chairman.*] YOU are a considerable coach proprietor?—Yes. Mr. *B. W. Horne.*

1089. Have you been accustomed to carry mails for the Post-office?—Six mails daily, besides the foreign mail.

1090. Have you carried the mail upon any line of road which runs parallel with a railroad?—I have the Woodside and Chester mail; that is parallel: it passes through Stafford and Nantwich, and two or three other places where the railroad affects us.

1091. You are at present carrying the mail along that road?—We are; as if the railroad had not been established.

1092. Do you find that the establishment of the railroad affects the number of passengers that go by your coaches?—It has not so much affected the Chester mail as we might have imagined; only in one way, and that is, by a reduction of the fare.

1093. Why does it happen that upon that particular line of road the passengers still continue to go by the coach?—It is the only stage-coach upon the line of road for a distance of about 80 miles.

1094. Does the railway run parallel to it?—It touches at Stafford, and again at Nantwich and other places, at a distance of about seven, eight, ten or fifteen miles.

1095. Do you think generally that when the high road and the railroad run parallel to one another, passengers would prefer the railroad to the high road?—We wish to continue the Chester mail; but from the day that the railway is opened from end to end, it will be useless.

1096. Mr. *Hutton.*] Do you conceive that the mail being still productive arises from their not having established branch coaches from the different points?—There are a variety of coaches started from the different towns. The way in which the mail is supported, so far as it is supported, is, that the London and Birmingham Railway is not yet sufficiently opened; so that the saving would be, to these parties, only about four hours, at the present speed.

1097. Mr. *Easthope.*] Is it your opinion that the public are more careful, upon a large scale, about their time than about their money?—Decidedly: if we could take the people at half the original fare to Chester, they would not go by mail now.

1098. Is it your opinion that the railway will supersede the former mode of travelling chiefly on account of its celerity?—Yes, and the price as well. The mails, generally speaking, maintain a better fare than the coaches at most times.

Mr. *B. W. Horne.*

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1099. Have you found always, that the coaches that travel fastest, load and pay best?—It is a question whether it is night travelling or day travelling; the fastest day-coaches are generally supported by the public; if it is only a difference of half an hour, it is patronized: the same as a coach that goes by the nearest route; the coach that goes by Wickham to Oxford is generally considered the most speedy, and it has the best chance.

1100. As the railroad system extends, you calculate upon the probability of a great diminution of the business of coach proprietors?—Annihilation is the best word to apply to it.

1101. Did you ever turn your attention to the probability of parties, unconnected with the railways, being carriers upon those railways?—It has been broached; but I do not see that it is possible to carry it into effect with any benefit.

1102. Why do you think it impossible?—The Act of Parliament merely specifies they are at liberty to do such and such things; but you will require your own servants, and many other things upon the railroad; you will merely have the use of the rails, and that will be all.

1103. Then you do not expect that other parties unconnected with the railway will become carriers for passengers by the railway?—No; they would be at a disadvantage of at least 25 per cent., which would run away with the entire profit upon it.

1104. Do you think people will become carriers for goods?—No.

1105. Have not some parties become carriers of goods upon one or two of the railways?—It is said that Messrs. Pickford have conveyed goods, but I consider that in their case there are reasons for it. The railway would contract with us to carry goods that were going to any distant place beyond the railway, for the purpose of getting the trade brought to it; but if the trade started from end to end of the distance of the railway only, we could not profit by it.

1106. Are the Committee to understand that you mean, that you think it will not be worth while for parties, who merely want to employ the railway, to become carriers upon it, but that it may answer the purpose of parties who want to employ the railway in continuation of a line of road which they have already used independent of the railway?—Yes; because the railway would participate in that benefit. I conceive that is the only way in which, if I was disposed to speculate upon it, I could do so.

Mr. *Joseph Baxendale*, called in; and Examined.

Mr. *J. Baxendale.*

1107. *Chairman.*] YOU are connected with the house of Messrs. Pickford?—I am.

1108. They are very extensive carriers?—They are.

1109. Have you lately entered into an agreement with one of the railway companies for the carriage of goods upon the line of the railway?—Not entered into an agreement, but a certain arrangement has been spoken of; no agreement has been made.

1110. But you are at present conducting a negotiation?—Perhaps they may call it an agreement, and I might perchance call it an agreement, but not legally; what I mean to say is this, that there is an understanding, which I have no doubt will ultimately be carried into effect.

1111. Should you feel any objection to state to the Committee the principle and the terms upon which it is proposed to conclude that arrangement?—A percentage upon the returns, upon the profits.

1112. Mr. *Loch.*] You do not propose to carry your goods yourselves upon the railway?—No, I consider that is quite out of the question; I have never understood, nor do I believe, that any railway can admit of individuals having their own locomotive engines. I do not see how it is possible that the traffic of the country could be carried on.

1113. *Chairman.*] Do you mean, that according to the system upon which railroads are established, it would not be worth while for any parties unconnected with the railway to establish locomotive engines upon it?—I mean to say, that unless it were in the hands of the proprietors themselves, so that they had the entire control in their own hands, it would not be possible for the traffic of the country to be carried on; the confusion would be too great.

1114. Mr. *Easthope.*] How would that confusion arise?—If there were a variety

variety of parties upon the railroad, I do not see what power there would be of keeping one out of the way of another; for example, suppose I had a locomotive engine, and it breaks down, it must necessarily stop the whole of the line, because it cannot be passed.

1115. Is there any other reason against it?—If any accident whatever takes place, that accident would necessarily stop the railway. If it were entirely open to the public at large, a very large body of people that would be upon the railway would have engines, or would have machinery, that would not be equal to perform the work.

1116. Mr. *Loch.*] Then, in your apprehension, the carrying upon a railway must, of necessity, remain with the company?—That has been my feeling, invariably, ever since the Liverpool and Manchester Railway originally was opened; from that hour I always considered that it must be decidedly a monopoly.

1117. And a monopoly against the Post-office, as well as the rest of the world?—If the Post-office should not choose to take it into its own hands, and go along the railroad.

1118. Would not the same objection prevail against the Post-office as against any other carriers?—If the Post-office made an arrangement with the directors of the railway company, of course there would be no difficulty then; but if the Post-office had their own carriages upon the railway I should say there would be a very decided objection to that.

1119. *Chairman.*] Supposing, without coming to any arrangement with the company, the Post-office availed itself of the state of the law to run their own locomotive engines upon those railways, as they have a right to do, do you think it could possibly be done without such an enormous expense, as, in point of fact, to put an insurmountable barrier to the undertaking?—No; I think the Post-office might do it itself, and that it would not put an entire barrier to the undertaking.

1120. You think they could put on their own locomotive engines, employ their own people, and run their own trains?—I think it is possible, but I am not sufficiently acquainted with the subject to give an opinion.

1121. Mr. *Easthope.*] Have you considered the question of a night police, and the extent to which all the employées upon the railroad would be required to be multiplied, by having another company that would have the control of its own operations?—Not at all; it is a subject that I have not given my attention to; I was not aware what evidence I should be required to give.

1122. Is it your opinion that anything like a divided authority, or divided control, upon a railroad, would be injurious to both parties?—Decidedly so.

1123. Then it is your opinion, from what you have seen of railway communication, that it is essential to the convenience of the public with reference to it, that there should be an undivided control and authority?—Assuredly.

1124. And that no plan would be likely to work well that at all interfered with the authority that exists?—Certainly.

1125. *Chairman.*] Does the agreement you have made for the transmission of goods along the railway apply to the transmission of those goods merely along the railway, or is it part of a system of communication which extends over high roads in other directions?—It is merely as it relates to the direct lines.

1126. If you were merely considering the way in which you should transmit goods from London to Birmingham, should you think it worth your while to make an agreement with the railway to transmit them, or should you do it in the ordinary way?—It would depend upon circumstances; it would depend upon the cost.

1127. Did you ever make a calculation whether it would be worth your while to transmit these goods along the railway?—I do not know what price they would charge; if the rate of charge were similar to the rate of tonnage upon canals, the speed would cause them to be sent by the railway; but if the rate of tonnage were higher, and the cost of doing the work higher, than upon the canal, the cost would prevent anything going along the railway but the lighter description of goods, and those that required haste.

1128. What rate of speed do you consider desirable for the transmission of goods upon a railway?—A very large portion of the goods do not require any great speed; a very moderate speed is sufficient; but if you will give the public five days when they have been accustomed to seven, they will want you to give them four, and if you give them four, they will want three, and if they once find

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a benefit in getting goods quickly, and they can have them at the same cost, they will not be satisfied even if they get them in 24 hours.

1129. Mr. *Easthope.*] You imagine that what the public will want is governed by the profit of doing it?—Decidedly.

1130. You cannot imagine that the public would require it, if it was not for their benefit?—Certainly not.

1131. Mr. *Greene.*] Do you carry many goods by vans?—No; there has always been a great mistake in that respect. The weight of goods between the north of England and the south, and through the intermediate manufacturing districts, that come by that quick conveyance, is so trifling, as not to be worth a moment's consideration.

1132. Have you been in the habit of running vans between London and Manchester, and London and Liverpool?—Yes.

1133. To what extent?—A van each day, each way.

1134. How much will each of those vans carry?—They will not average more than two tons each way, in and out.

1135. You have been in the habit of horsing those vans all the way yourselves?—Yes, all the way from Liverpool to London; we never had any intermediate contractors.

1136. Since the opening of the railway between Birmingham and Warrington, have you been in the habit of continuing your vans, or do you take advantage of that portion of the railway?—We have continued our vans; we abandoned them for three days a week, thinking that the railway would necessarily take the goods; but an irregularity was found; and we found in a short time that there was a good deal of confusion arising. Some of our connexions, whose property was to an immense extent, bullion merchants, would not trust their property in the hands of the railway. We therefore were under the necessity of continuing our vans three days in the week, and regretted that we had abandoned them at all.

1137. At what speed do those vans go?—About six miles an hour; the fact is, that we are out one day; we leave late one evening, and deliver in London the morning but one following.

1138. Mr. *Loch.*] Do you think that is likely to continue after the railway is opened all the way?—No; if the railway had been opened from Liverpool or Manchester to London, from that moment we should have discontinued our vans, because the property would have been equally secure under proper management, and they will get that proper management when the railroads are once in operation; they will find it their interest to have management that must necessarily satisfy the public; but, by the Liverpool and Birmingham railway ending as it did at Birmingham, anything that had to be transmitted to London would have to pass into other hands. The railway companies themselves have no further connexion with the country; it must cease at Birmingham; therefore men, whose property was valuable, would of course be afraid of leaving it at the mercy of parties of whom they know nothing.

1139. Then the railway will take at least all that portion of your trade?—Assuredly.

1140. And a large portion of the other?—That again depends upon the money.

1141. And you think at present there is hardly sufficient knowledge to know what to do?—No; I had at one time a firm conviction that the cost by railway would be too great, but I have had reason to think, from certain contracts that have been entered into, particularly for locomotive power, that the cost will not be so great. If the wear and tear upon the railroad is not greater than the wear and tear upon the canal, I think the railway will be the cheapest conveyance.

1142. At what speed?—At 15 or 20 miles an hour.

1143. Are the contracts for locomotive power that you have alluded to with the London and Birmingham?—Yes; the Liverpool and Manchester, or the Grand Junction, has never entered into any contract; their mode of doing the business has been to keep it all in their own hands; I should suppose that they are at much greater cost than the contract.

1144. Mr. *Easthope.*] You allude to Mr. Bury's contract?—I do.

1145. Is there a difference in the construction of his locomotive engine from that of any other, which, in your apprehension, leads to diminished expense?—I believe so.

1146. Is

1146. Is there not a great diversity of opinion amongst engineers about Mr. Bury's engine?—I think not. Mr. *J. Bramah.*

1147. Do not you know that Mr. Stephenson is very hostile to it?—Mr. Stephenson has been very hostile to it, I believe. One of the central railways was very anxious to come to some decision as to what description of engines must be prepared, and an application was made to Mr. Bury to know whether he would object to a trial being made for their guidance and government. He did at first object to it, but he gave way, if I recollect right; I saw a statement that was given afterwards by the engineer who was appointed by the Midland Railway, and it appeared that the difference in favour of Mr. Bury's over the Grand Junction Railway engines was 60 per cent. 18 December 1837.

1148. Mr. *Loch.*] What experience has there been of those engines of Mr. Bury's?—They are the engines that work between Tring and London.

Martis, 20° die Februarii, 1838.

MEMBERS PRESENT.

Mr. Easthope.	Mr. Labouchere.
Sir Robert Ferguson.	Mr. Loch.
Lord C. Fitzroy.	Viscount Lowther.
Mr. Greene.	Lord Seymour.
Mr. Hutton.	Mr. Wallace.

THE RIGHT HON. HENRY LABOUCHERE, IN THE CHAIR.

Colonel *Maberly,* called in; and further Examined.

1149. *Chairman.*] HAVE any further communications taken place between the Post-office and the Railway Companies since you were last examined?—Since I was last here, we have made a fresh agreement with the Grand Junction Company; the agreement is to convey the mails from Birmingham to Manchester and Liverpool and back again, four times per day, at the following prices: for the morning trains, 2*l.* 10*s.* each trip; for the evening trains, 5*l.* each trip, and for the day trains, 1*l.* 2*s.* 6*d.* each trip; making the total expense per day 19*l.* 10*s.*, with a covenant to enter into a contract to perform the service punctually in four hours and 45 minutes from Birmingham to Manchester and Liverpool, and in five hours from Manchester and Liverpool to Birmingham; and they also covenant to enter into a contract to be bound under a penalty of 500*l.* to be punctual: these, I think, are the chief and important stipulations. We have not entered into the contract, because at that time it was conceived that the arrangement would be so temporary, owing to the expected opening of the London and Birmingham Railway; and this agreement being entirely dependent upon that opening, we have kept back the contract, consequently the company cannot be sued for the payment of the penalty; all we can come upon them for is the damages for the breach of that agreement, which it would be difficult to recover from them through a jury; therefore, I fear any penalty so long as the contract remains unmade is nugatory; had we known, however, that it would be so long before the London and Birmingham opened, we should certainly have entered into the contract; but, as I have before said, the reason we did not do so was, that we thought on the 1st of January or the 1st of March the London and Birmingham would have opened. Colonel *Maberly.* 20 February 1838.

1150. Why do you say this arrangement must be dependent on the opening of the London and Birmingham Railway?—The times must be entirely changed, and that was the stipulation with the Grand Junction; we felt that originally such would be the case, and consequently, in the authority the Postmaster-general gave to Mr. Louis to enter into this contract, it was stipulated that there should be, if possible, a temporary agreement till the London and Birmingham opened; if we could have got the London and Birmingham times, we would have continued the trains on at those times to Birmingham and Manchester; but owing to our not getting the time bill of the London and Birmingham, we were precluded entering into that arrangement, even if the Birmingham and Liverpool Railway and the Grand Junction would be willing to enter into that agreement at that distance of time.

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1151. Are the trains which you have mentioned to convey your letters, according to the agreement you have described, special or ordinary trains?—I should almost call them ordinary trains for the present, for it was a continuation of trains at the same hour, which we have adopted since July; but we paid for the evening and the morning trains more upon the principle of special than of ordinary trains. They may be considered in some degree special, inasmuch as the directors stated to Mr. Louis that, if it was not for the Post-office, they would not have continued those trains, as they did not remunerate them, and therefore they charged us a much higher price than they would have done if they had run them for their own purposes; therefore, in some degree, they may be considered special, but in some degree ordinary.

1152. Is it in the power of the Post-office to vary the times of the departure of those trains?—It is not in the power of the Post-office to alter the times.

1153. Have the goodness to read the passage which relates to that point?—"And it is further agreed, that the said contract shall continue in force until one party shall give one month's notice in writing to the other to determine the same. The intent and purpose of this short notice being agreed on, are with the view of making fresh arrangements when the London and Birmingham Railway Company shall be prepared to convey Her Majesty's mails, and thus fall in with the despatches to and from Birmingham, Liverpool, and Manchester." There is also a stipulation that if the mails arrive late at Birmingham, an express engine shall be furnished by the railway, for which engine we are to pay 5*l.*, if the engine does overtake the regular train before it reaches Whitmore, which is about half way; if it does not overtake the regular train before the regular train reaches Whitmore, then 10*l.* is to be paid for that service.

1154. Do you consider these conditions fair and reasonable?—Indeed I do not think there is much to quarrel with, provided those trains are not remunerating, as the directors say they are not, and which we have no means of verifying.

1155. What are the hours at which those trains start?—From Birmingham to Liverpool, for which we pay 2*l.* 10*s.*, at a quarter past seven A. M.; from Manchester and Liverpool back again to Birmingham, half-past six A. M.; the evening trains, seven or a quarter-past seven, from Birmingham to Liverpool, and from Liverpool and Manchester to Birmingham, half-past six. What they stated to Mr. Louis was, that the morning and evening trains started at inconvenient hours, and did not pay; some of the evening trains getting in very late, and the morning trains starting very early. In short, they said that those hours did not suit the public convenience, and that, if it was not for the Post-office, they would not have selected them at all, after the trial they had had.

1156. How long has this system been in operation?—This contract was concluded very shortly after Mr. Louis's attendance here; it was the 28th of December; it was subject to the Postmaster-general's approbation, of course, to be given in seven days, and, in addition, they offered to fit up for us a travelling post-office, in order to enable us to sort the letters for the London despatch both ways, which they have done, and which is now in operation.

[*The Agreement was delivered in, and read as follows:*]

"Agreement made this 28th day of December, in the year 1837, between John Moss, esq., on behalf of the Grand Junction Railway Company of the one part, and George Louis, esq., on behalf of Her Majesty's Postmaster-general of the other part. For the considerations hereinafter mentioned, the undersigned, John Moss, does hereby undertake and agree, four times, daily, in every week, from and after the expiration of a notice of seven days from the said George Louis, to convey from the railway station at Birmingham, to the railway stations at Liverpool and Manchester, and back, Her Majesty's mails of letters, by carriages moved by locomotive steam-engines on the railway; and also to take up and convey by such carriages all bags of bye or cross-road letters or mails of any other description that may be delivered or tendered to them or their agents for conveyance by or on behalf of Her Majesty's Postmaster-general, or his deputies or agents duly authorized, within the time hereinafter mentioned; that is to say, in not more than four hours and forty-five minutes each time from Birmingham to Manchester and Liverpool, and in not more than five hours each time returning: the periods of starting from each station, the said John Moss and the said George Louis agree should be as follows; viz. 7 to 7.15. A.M., 11.30. A.M., 2.30. P.M., and 7 to 7.15. P.M. from Birmingham; and, respectively, from Liverpool and Manchester at 6.30. A.M, 11.30. A.M., 2.30. P.M., and 6.30. P.M. And the undersigned, John Moss, further agrees and undertakes to enter into and execute a contract with Her Majesty's Postmaster-general to the above effect, whenever the same shall be tendered to him for that purpose; by which contract he shall be bound to Her Majesty, her heirs and successors, in the sum of 500 *l.* for the due and faithful

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faithful performance thereof; and until the said contract shall be prepared and executed, he engages and promises to observe and perform the above regulations, and to be subject to all the covenants, stipulations, and conditions of such contract which will be based on this agreement. In consideration whereof, the said George Louis, on behalf of Her Majesty's Postmaster-general, agrees that the undersigned, duly performing his said engagement, shall be paid out of the Post-office revenue as follows; viz., for the 7 to 7.15. A.M. trip from Birmingham, 2 *l.* 10 *s.*; 11.30. A.M. ditto, 1 *l.* 2 *s.* 6 *d.*; 2.30. P.M. ditto, 1 *l.* 2 *s.* 6 *d.*; 7 to 7.15. P.M. ditto, 5 *l.*; for the 6.30. A.M. trip from Manchester and Liverpool, 2 *l.* 10 *s.*; 11.30. A.M. ditto, 1 *l.* 2 *s.* 6 *d.*; 2.30. P.M. ditto, 1 *l.* 2 *s.* 6 *d.*; 6.30. P.M. ditto, 5 *l.*; making a total daily charge of 19 *l.* 10 *s.* for the eight trips. And it is agreed by the said John Moss, that in cases when the mail-coaches shall not have reached Birmingham before the departure of the railway-train, a special steam-engine shall be provided to convey Her Majesty's mail-bags of letters; and should the said special engine overtake the regular train before it reaches Whitmore, which is about half-way between Birmingham and Liverpool, then, in consideration thereof, the said John Louis, on behalf of Her Majesty's Postmaster-general, agrees that 5 *l.* shall be paid out of the revenue of the Post-office; in case, however, of the said special engine not reaching Whitmore before the regular train shall have left, and that it shall be necessary to send it on to Liverpool, or to any place beyond Whitmore, then in consideration thereof the said George Louis, on behalf of Her Majesty's Postmaster-general, agrees that 10 *l.* shall be paid out of the revenue of the Post-office; for this sum of 10 *l.* the said John Moss hereby agrees that a special engine shall also be sent from Warrington to Manchester on arrival of the special engine from Birmingham, in case of that engine not reaching Warrington before the regular train has left, and it is agreed by the said John Moss that the necessary mail-guards shall be conveyed by the railway free of all expenses. And it is further agreed that the said contract shall continue in force until one party shall give one month's notice in writing to the other to determine the same. The intent and purpose of this short notice being agreed on, are with the view of making fresh arrangements when the London and Birmingham Railway Company shall be prepared to convey Her Majesty's mails, and thus fall in with the despatches to and from Birmingham, Liverpool, and Manchester; provided, and it is hereby declared, that this agreement and the terms thereof shall in all respects be subject to the approval of Her Majesty's Postmaster-general, who shall have full power and authority to annul and determine the same at any time within ten days from the date hereof.

John Moss,
George Louis.

"Witness to the signatures of John Moss and George Louis,
"*Edward Ellis,* of the Mail-coach Department, General Post-office.
"Re-signed by John Moss, in the presence of
"*William Banning,* Postmaster, Liverpool."

1157. Has the service, during this period, been performed for the Post-office with regularity, and in a satisfactory manner?—Most irregularly.

1158. Mr. *Wallace.*] Has that been owing to the weather, or owing to the want of power?—At first I considered there might be great excuse on account of the weather; it was just at the commencement of the frost; and though we had great reason to complain, on consulting with Mr. Louis we agreed it would not be fair to threaten to institute proceedings against them, but it became so bad shortly afterwards that we did threaten that, unless they gave a satisfactory explanation, we would institute proceedings against them, and I have here Mr. Chorley's answer, the secretary to the Grand Junction Railway, to that threat on the part of the Post-office. The letter of Mr. Louis was dated 17th of January 1838; it is in these terms:—"Sir, With reference to the very serious delays which have taken place on the Grand Junction Railway since the contract has been entered into, I beg leave to inform you that I have it in command from the Postmaster-general to acquaint you, that his Lordship has decided to put the case into the hands of the solicitors, as he feels called upon, for the sake of the public, to inflict the penalty of the contract, now that we pay so high a price, unless some satisfactory reason is given for the irregularities of this railroad, and some guarantee that they shall not again occur. I shall be glad, therefore, to hear from you upon the subject. I have, &c., (signed) *Geo. Louis.*"—To that Mr. Louis received the following answer, dated Liverpool, 19th January 1838:—"Sir, I have the honour to acknowledge your letter of the 17th, apprizing me that the Postmaster-general has instructed the solicitor to the Post-office to take steps for the recovery of a penalty from this company, on the ground of delays which have lately taken place in the delivery of mails, unless some satisfactory reason be given for the irregularities complained of. I shall lose no time in laying this communication before the directors at their next meeting, after which I shall be enabled to return a more particular, and, I trust, a more satisfactory reply than it is at present in my power to give. In the meantime the Postmaster-general may be assured that the various detentions that have occurred, nearly all arising from causes which

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it is almost impossible to control or provide against, have not taken place from any want of anxiety in the directors and managers of the company to insure regularity, and that their efforts to attain it will not be relaxed. I am, &c., (signed) *J. R. Chorley.*"—Then we received this letter from Mr. Chorley:—"Grand Junction Railway, Liverpool, 27th January 1838. Sir, I have laid before the directors your letter of the 17th inst., communicating the intention of the Post-office to proceed against the company for the penalties under the contract for the late arrivals of the mail-trains, unless a satisfactory explanation can be given. I am desired by the directors to assure you that they have every disposition to afford the Post-office as full and minute information as the nature of the case will admit of; but the causes of delay not unfrequently arise from temporary imperfections in the machinery (occurring often during the journey), which are only discoverable on the careful examination of the engine, which takes place when it is at rest, after the day's work. Hence the general and unsatisfactory reasons assigned upon the way-bills at the moment of arrival, of 'want of steam,' 'engine weak,' 'engine out of order.' Another prevalent cause of delay, not only during the frost, but in the moist and foggy weather which preceded it, has been the slipping of the engine upon the rails, a casualty which, it is to be feared, will always be experienced at this season of the year in a greater or less degree. This mode of communication is also exposed to other causes of detention, which cannot be ascribed to defects in the locomotive power; as, for instance, the interruptions occasioned by the breaking down of waggons and overtaking heavy traffic, delays at stations, &c. The particulars of each case are furnished you in the daily returns which are made to you by your own servants, which it is our wish should be as complete and explanatory as possible. I fear, however, that such voluminous reports as they would be, if every occurrence were fully detailed, would lead to no practical beneficial result. But I am specially instructed to assure the Post-office authorities, that no expense or exertions shall be spared on the part of the Railway Company to insure regularity in the transmission of the mail-trains. The directors, as is well known, have been disappointed by the engine builders who contracted to supply them with locomotive power, the ill effects of which they have never ceased to feel since the opening of the road. They ordered, however, some months ago, a full complement of engines, which will be in course of delivery in a week or two; and, if the promises of the builders can be relied upon, we shall be supplied with a succession at short intervals. With this accession of power, and with the experience which we have gained in the last few months, we are sanguine in the expectation of being able to obviate many of the grounds of complaint, or at least to reduce the number to such as are peculiar and incidental to railway travelling. In the meantime, we hope for the same indulgence which is usually shown in cases of a like nature, where the breach of the contract is not attributable to any inattention or wilful neglect." We accepted that apology; in point of fact, we knew we had no remedy against them if we had prosecuted them for the payment, and had then gone to them again to make a fresh contract on the opening of the London and Birmingham Railway: in case of their refusing to make any contract we were totally at their mercy. We had no mails and no post-horses; in all probability, and merely for the exercise of this power to remedy a few irregularities, at present very inconvenient but temporary, we might have sacrificed the transmission of the mails for months.

1159. To what do you attribute the irregularity which took place in the service of the Post-office, in the railway?—I have heard frequently that it is the want of power, but it is impossible for us to say that it is so.

1160. Are you satisfied that the irregularities which take place there, take place in consequence of want of care and attention on the part of the company?—That it is impossible to say.

1161. Have you reason to believe it was caused by overloading the trains?—I have heard they have done so on many occasions, but it is perfectly impossible for me to prove it.

1162. Did not the Post-office take means to ascertain from competent persons whether that was or was not the case?—How could they ascertain it; nobody but the engineer examining the engine could ascertain it.

1163. Mr. *Loch.*] Have they not added more carriages to the trains at Birmingham than the Post-office officers thought they ought?—They say they have not.

1164. Have they not done it in opposition to the representation of the Post-office officers?—I do not know what the Post-office officer has represented, but if he

he has represented to the resident engineer, or whoever is in authority, that they were going to put more carriages than he thought the engines could carry, and the engineer said, "No, you are totally wrong, this engine can carry double," I suppose the company would have taken the opinion of their engineer, who was responsible.

1165. Supposing a remonstrance made on the part of the Post-office, that the mail arrives at Liverpool too late; is it the necessary conclusion that the train was overloaded, notwithstanding the remonstrance of the Post-office?—No; it may have been the want of water or slippery rails; the guard assigns all these upon his time-bill, but we cannot tell whether it is the fact or not. Mr. Louis made a complaint, dated 5th of February 1838:—"Sir, It is my imperative duty to bring distinctly before you the great loss of time which has occurred on the railway. I have for many reasons deferred noticing lately the great losses in this respect, as I have been led to believe some new arrangements were about being made to remedy the evils which arise to the public. The reports enclosed seem to be caused by generally too heavy trains being sent for the power of the engine. I take leave to request that the directors' notice may be specially directed to this circumstance, for, after the contract entered into by the chairman, the Postmaster-general was entitled to expect that they would not on any account admit delay from such a cause as this." This was the answer, dated the 14th of February, from the secretary of the railway to the complaint of Mr. Louis:—"Sir, The subject of your letter of the 5th has had the best consideration of the directors, whose attention is continually and anxiously given to increase the regularity of the transit, which, they are glad to say, has improved during the past week, and trust will continue, except in cases of inevitable accident, such as the utmost precaution cannot always obviate. On the subject of one alleged cause, namely, the heavy trains, they have directed Mr. Allcard, the resident engineer, to make a report, a copy of which I beg leave to enclose." Then that is in these terms:—"Dear Sir, I beg to return you the extracts from the Post-office time-bill, which I should have done sooner, but was not able to obtain the requisite information concerning the loads, where the remark 'heavy train' occurs. Our engines between Manchester and Warrington are never loaded to nearly their power. On the occasion alluded to, in one instance there were ten carriages attached, in other cases not so many: indeed, I may safely say that we never send more than ten. The principal cause has been the coke, which during the frost we have been glad to get how and where we could, and a great deal of very inferior quality has been used." That only shows how impossible it is for the guards to come to any conclusion upon the fact.

1166. Is it, or not, the fact, that the Post-office officers, at Birmingham, as well as other stations, have frequently, of late, since they began to carry goods, remonstrated with the local engineer as to putting on carriages with goods, in addition to the carriages carrying travellers, he being of opinion beforehand that there would be an irregularity in their arrival?—I really do not know; Mr. Louis can speak to that point, probably; that would not come to me, except in the case of a great irregularity or complaint.

1167. Mr. *Easthope*.] What are the qualifications of the person stationed by the Post-office to judge of the cause of the delay; how far may his remonstrance be considered entitled to attention from his representations?—He is merely a common guard, at 100 *l*. a year.

1168. Mr. *Wallace*.] When formerly examined upon this subject, this question was put to you, "Can you account for the frequent delays upon the road?" the reply was, "I cannot; the engine-men only are competent to do so;" the question then was put, "Have the Post-office employed any skilful person to make a report upon that?" Have the Post-office done so?—We have not.

1169. Mr. *Hutton*.] Would there be any difficulty in the Post-office having a series of questions upon their way-bill, answers to which might be put by the guard, the name of the engine employed, the number of carriages attached, the number of waggons attached, whether any complaint of coke, whether any delay with respect to water?—I conceive those questions might be answered; but I doubt very much whether we could depend upon the accuracy of the guard, in answering so many questions, in dark nights, or snowy, and the guard occupied with his bags, which in the intermediate trains are very numerous, amounting to nearly a thousand a day; I think he might be obstructed in his duty of delivering the bags by having to make all those observations upon the time-bill.

1170. Mr. *Greene*.] Does not he, at the present moment, make the best obser-

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vation he can as to the causes of delay?—He states, generally, roughly what he considers to be the causes of delay; but which, in point of fact, may not have been the causes. I conceive the best way is to tie them down by a penalty to be regular; and, if they are frequently irregular, to call upon them for the penalty.

1171. Mr. *Wallace.*] Are the agents on the railway selected on account of their knowledge of engineering?—Not at all.

1172. Would it be advisable to take guards from that portion of the public acquainted with engineering, as guards are taken from all other professions?—We are obliged to dispose of the establishment thrown upon our hands by the abolition of mails; it would be endless expense if we had to pension those guards, and take up others.

1173. Is it the practice to give guards, who are able-bodied men, and whose services are no longer required, pensions?—Of course we should if we turned them about their business, after a certain number of years' service; but it is infinitely wiser to absorb them into the establishment, and to make their services useful.

1174. Would it not be wise to employ a person whose profession enabled him to judge of what he was engaged in, and would it not be more economical than employing ignorant men?—I do not see what result could be gained by engaging such competent persons. When we get a contract with those railways, we shall see whether they are regular or not; if they are irregular we shall then come upon them for the penalty of the contract; and that will be an infinitely easier and more obvious way of remedying the difficulty, than paying highly for scientific attainments, when, after all, we do not find we can remedy the inconvenience by means of a money payment.

1175. Mr. *Hutton.*] The Post-office having no means of enforcing their contract at present, did it not appear a natural arrangement that, not having those means, they should be able, through their own officers, to have such evidence as would enable them to insure the fulfilment of the agreement?—The Honourable Member, I think, loses sight of the point, that this is a mere temporary arrangement till the London and Birmingham Railway opens, which, in all probability, it will in the course of a month, when we hope to bind them by a regular contract, provided they are ready to enter into contract with us; which, perhaps, they will not, unless the Legislature passes a Bill; we are at present in the situation of losing the mails, and not being able to compel the railroads to take our mails, therefore every arrangement we make is temporary, and must be considered as of a temporary nature.

1176. Mr. *Wallace.*] Would it not be a great advantage in making your contract to have the best possible information in the Post-office department, to be included in those contracts?—Of course it would.

1177. Can that be obtained in any way so well as from persons cognizant of engineering?—Of course, an engineer must be infinitely the best judge of all those matters.

1178. And a scientific person acquainted with those matters, were he to be employed, might give a great deal of information to the Post-office department?—Of course, he might; but it would be a question whether the Treasury would allow us to have such person employed in such capacity.

1179. Mr. *Greene.*] He must be altogether independent of the guard, the guard's duties being of a different nature, must he not?—No; I think if an engineer were appointed a guard, the engineer might perform the guard's duty, for we take a man from the plough-tail and make him a guard.

1180. Has he not other duties to perform; if he sorts bags, and is generally shut up in the duties of the Post-office, how would it be possible for him to give that information?—He can only look out from time to time and get information in the best way he can collect it.

1181. Mr. *Easthope.*] Do you think the possession of those high qualities of science that an engineer of any consideration possesses are compatible with the ordinary employment of a guard; would a man competent to those duties long continue your guard?—Of course, if a man had any high qualifications he would not consent to receive only a guard's wages; but I take it, the guard, the person who has been referred to, was an engineer of steam-vessels.

1182. Mr. *Wallace.*] Have the Treasury thrown any obstacle in the way of employing such persons?—We have never submitted it; we did not think it necessary.

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1183. *Chairman.*] Have you any further statement to make?—Yes; one mail has been burnt in consequence of a defective engine; this is a report from the two clerks who were employed in the Travelling-office:—"Birmingham, 16th February 1838. Sir, It becomes our painful duty to report a circumstance which occurred this morning connected with the railway, from which we apprehend great inconvenience, and perhaps serious results, may arise to that portion of the public interested in the communication with Carlisle. The London mail for Liverpool arrived at 7.15. A.M., and was duly forwarded by the first railway-train. The Manchester was not received till 7.45, when it brought, in addition to its own, the bags usually carried by the Carlisle mail, which had been upset near Daventry, and was unable to proceed to its destination. In order that these very important mails might not be unnecessarily detained, we procured an express engine, and having, as is customary in such cases, fastened those for Manchester and the North on a larry between the engine and the Post-office, they being too bulky to travel in the latter, we departed at 8.10, without waiting further for the Bristol mail, and proceeded to perform the duties in the office till the progress of the train was suddenly checked near Whitmore; and, on inquiry as to the cause, were informed that the fire-bars of the engine had been burnt through, and a delay of half an hour, to make a temporary repair, was the consequence. On our arrival at the next station, Crewe, we were much alarmed at the intelligence received from the engineer, that one of the bags on the larry, which proved to be the Carlisle, was on fire: we immediately hastened to extinguish it, which was done very promptly, there being, fortunately, plenty of water at hand. On examining further, we regret to add that we discovered the letters and newspapers were much burnt and defaced; the bags in the Carlisle escaped, if we except the Brampton, which was very slightly damaged. Having wrapt the letters carefully in paper, and replaced them in the two bags, we proceeded to Warrington, whence we forwarded them in the regular course at 12.50. P.M. The cause of this serious accident can only be attributed to the insecure state of the engine, the fire-bars of which being burnt, allowed the red-hot cinders to escape in all directions, and two, unfortunately, lodged on the bag in question, and, had it not been discovered thus early, there is every probability that the whole would have been consumed. We would beg to observe, that the engine was in such a state of inefficiency that we were detained at four different parts of the journey, and at last were obliged to let all the water out of the cistern, into which the tender-man descended to examine into the cause of the stoppage, of which we were kept in perfect ignorance. The guard, Powell, who was attending to his regular duty in the office, took charge of the bags, Prescot and road-bags for Liverpool, and stated to us on his return, that, between Warrington and Liverpool, the fire and grate of the engine gave way and were precipitated to the ground, and nearly caused the train being turned off the tram: they were, however, pushed forward by a train which overtook them, and the arrival did not take place till 2.20. P.M. Having now briefly and hurriedly stated the particulars of this unfortunate affair, we would humbly submit the case to your consideration, and trust that our conduct in forwarding the damaged letters will meet with your approbation. We are, sir, your most obedient humble servants, *Fredk. W. Karstadt, W. Mellush.*" We have called upon the directors for explanation as to that, but have not yet received their answer.

1184. Mr. *Wallace.*] You have stated that the present agreement for conveying the mails between Birmingham, Liverpool, and Manchester, imposes a penalty of 500 *l.*?—It does.

1185. In what manner would the 500 *l.* be recoverable?—The agreement binds the railroad directors to enter into a contract, the penalty for the breach of which shall be 500 *l.*; but being an agreement, the solicitor tells me we cannot enforce the penalty under that agreement: we cannot enforce the penalty unless we have a contract complete. We could only go to a court of common law for a breach of covenant, and maintain an action for damages against them.

1186. By a contract which has been given in, it appears that 500 *l.* a year is the amount of the penalty agreed on?—No; it is only a penalty of 500 *l.* if they are not regular; I presume they may be sued for each offence.

1187. Mr. *Greene.*] The proposed contract would be made in the same terms as the old mail-coach contracts?—It would be of course subject to the conditions the contractor might think fit to impose; that would be a subject of very mature consideration.

1188. *Chairman.*] Since your last examination before this Committee, have you

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you had any further communications with the London and Birmingham Railway Company?—Yes; I have not myself officially. Mr. Louis has chiefly had the communications; but I have had a good deal of correspondence with the chairman, Mr. Glyn, who is a private friend of mine, and after pressing them repeatedly to give us a time-bill, and to name their times, and pointing out to them the times which would permanently suit us, after the whole line should be permanently opened, which I submitted to the Postmaster-general, and which he approved, would be 8 A.M., 11 A.M., 3 P.M. and 8 P.M., and half an hour later from the railway station; that those would be the hours that would best suit our convenience; after pressing a good deal upon the subject, I got an official letter from the secretary to the board, stating that the directors would adopt our hours; but that with regard to night-trains they must decline for the present running them at all; they subsequently, however, modified this determination of not running night-trains, and wished the question should remain open. A short time ago, to my great astonishment, I got a long time-bill from the chairman of the Birmingham Railway Company, stating that they had fixed certain times, some of which were different altogether from those which the Post-office had mentioned to them, which we understood they were prepared to adopt; and, with regard to the night-train, they stated that they would furnish us a night-train at half-past eight, but that they must decline carrying passengers altogether by that. In consequence of this some correspondence passed between us, and there is now a letter of remonstrance from Mr. Louis on the subject lying before them, to which we have yet had no answer, but I begged they would tell me what terms they asked. This proposition, however, will have this effect as regards the Post-office, I allude particularly to that which will furnish us a night-train without passengers, that will put us to a most enormous expense in carrying the mails, and for this reason: the Committee are aware that the mails are now carried cheaply by a certain portion of mail-coaches being given up for the mail, the rest being appropriated to passengers and their luggage; but, in point of fact, the result of this arrangement is, that the passengers and their luggage are the persons who nearly pay the whole expense of the transmission of the mail; the consequence therefore of not carrying passengers would be, first, a very heavy expense on the railroad in their terms down to Birmingham, inasmuch as the mail itself must pay the whole cost of transmission by railroad to Birmingham; next, as there would be no passengers carried by the railroad to feed the Birmingham and Liverpool and Manchester train on the Grand Junction, there would be a most heavy expense from Birmingham to Liverpool and Manchester; and next, again, as the two mail-coaches which start to Edinburgh and Glasgow are fed by the Grand Junction and London and Birmingham trains by passengers, which come down by them, we should have to maintain those coaches without passengers all the way to Edinburgh and Glasgow at an enormous cost. In addition to this serious consequence to the Post-office, the directors have fixed upon a despatch from London at half-past six as far as Denbigh-hall, and as the coachmasters have, as I understand, expressed their determination of starting coaches to the north-east from Denbigh-hall on the arrival of those trains, the consequence would be that all the mails to the north-east would also be deprived of their passengers, so that in all probability we should lose the Leeds, the Halifax, the Hull, and, perhaps, the York; in point of fact, we cannot tell what would be the consequence in point of expense to the Post-office of carrying such determination into execution.

1189. Was the refusal of the company to carry passengers by night-trains absolute, or did it depend upon your refusal to comply with the terms which they demanded?—At present we know nothing at all about terms; we have not entered at all into the subject of terms, but the ground of their refusal to carry passengers at night is the want of safety to the passengers; but if they can carry their own engineer safely, and also the Post-office guard and clerk safely, I do not see why they cannot equally safely carry passengers; besides that, they will be actually travelling over the ground, because, as Mr. Louis has very properly suggested in his letter, if they cannot carry us all the way to Birmingham at night, starting at half-past eight, which hour we are very anxious to maintain on account of the public convenience, they could carry the mail as far as Denbigh-hall, then we could start a mail on from Denbigh-hall to Birmingham without putting it on the railway from Rugby to Birmingham; and if they were to accede to that, the mail-coach train, which started at half-past eight at night, would arrive at Denbigh-hall about 20 or 25 minutes past 11, and would be actually running over that railroad

railroad only an hour after their own train, which starts at three o'clock from Birmingham, and which does not get into London until half-past ten, so that the railroad will not be occupied by the mail-coach train running to Denbigh-hall for an hour longer than the railway now is for their own purposes of carrying passengers for their own benefit and emolument; added to which, in the long dark nights, they would be running nearly as much in the dark by their own train as they will by a mail-coach train, which starts at half-past eight, so that we cannot quite see the reason of their adopting such a proceeding, if, indeed, safety is their only object.

1190. Mr. *Easthope.*] Did they state anything about its requiring two sets of police officers?—No; the only reason hitherto furnished us is the danger of the embankments subsiding, and the necessity of watching them to provide against any accident which might happen by the subsiding of the embankment.

1191. *Chairman.*] If the difficulty rested upon the necessity of employing another set of police, that would be merely a question of expense?—Just so; but hitherto there has been no question of money, all we are at issue upon is the question of time.

1192. Mr. *Wallace.*] Are you to be understood that the chairman of the Birmingham Railway Company considers the train proposed to be sent at half-past eight as the only night-train?—I presume so; their train which comes at half-past ten into London starts at four o'clock from Birmingham, and I suppose they would call that a day-train.

1193. Mr. *Greene.*] In coming into London would not the mails arrive at an early hour in the morning?—They propose to bring the mail back, but equally without passengers.

1194. Are you prepared to state the provisions which it would be desirable for Parliament to introduce into any Act to be made to enable you to do justice to the public in your arrangements with those companies?—I believe I can add nothing to that I have already communicated to the Chairman, that I think the Post-office should have very strong powers, should have power to demand nearly what it pleased, but on condition of paying liberally for what it asked.

1195. Mr. *Easthope.*] In what form would you provide for the adjudication?—It was proposed that that should be settled by arbitration; it would be a very important matter to select persons to arbitrate, and I should feel a great responsibility in selecting an engineer who might be completely under the control of the public.

1196. Mr. *Wallace.*] After the frequent delays and conduct altogether of the Grand Junction Railway Company, as regards the Post-office, are you prepared to advise the employing the London and Birmingham Railway in its present unfinished state?—The Honourable Member will see we are completely in the power of the railway; as I was just stating the railway had much better not run night-trains at all than run them without passengers, for the moment the railway begins to run those trains, that instant the horse-coaches drop; and that will be our difficulty, that the dropping of the mail-coaches and the opening of the railroad will be simultaneous; it depends upon the railroad whether they will knock up our coaches the moment they begin to run at half-past six, starting at which hour they will reach Denbigh-hall at about half-past nine; if the coachmaster chooses to put on coaches at Denbigh-hall that would utterly ruin the mails, and we should be obliged to post, if we could get post-horses, after the railway opens.

1197. In the event of its proving that mail-coaches cannot be maintained by the Post-office, would the Post-office still adhere to the hour of eight or half-past sending away their evening-train, or would they accommodate themselves to circumstances; they cannot control and send away the mail at half-past six?—If it were a matter of necessity we must bend to necessity, but I should very much deprecate an alteration of the time of sending off the mails, as a very serious privation of the privilege enjoyed; now letters leave the House of Commons as late as seven o'clock; suppose letters were to go out at half-past six, they must leave the House of Commons at half-past five; at present it is very difficult to sort the letters coming from the House of Commons so late as seven.

1198. You are understood to say that very shortly the Post-office will be entirely in the power of the railway company?—They are now.

1199. Will the Post-office submit to that control, or adapt itself to what it cannot control by altering the hour of sending away the evening-mail?—It being absolutely necessary to submit, submit we must, unless Parliament thinks fit to give us a bill with powers, which I think it ought immediately.

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1200. You have stated, in general terms, your opinion as to these powers, but not particularly?—I have drawn up a memorandum of what I consider absolutely necessary. With respect to the powers required, we are of opinion that we should have the power of demanding special trains for the Post-office service at such times as the Postmaster-general should fix, and that the Postmaster-general should fix the nature of the service, and all the conditions of the service except the price, the price to be settled by arbitration, and the arbitration to relate to nothing but the price; the result of that would be, if we called upon them to perform very unreasonable conditions, we should have to pay for those unreasonable conditions in the increased price to the railroad proprietors. With regard to ordinary trains, we are of opinion that we ought to be able to carry our guard and bags by them at a low price, which need not be fixed by arbitration; I think the price might be fixed for the ordinary trains on general principles; by ordinary trains, I mean those trains which the railroad has started for its own purposes, and which it finds profitable to run; if the Post-office finds it convenient to employ such trains, I should say that the railroad ought to convey the guard and the bags at a low price, and that the railway ought not to be permitted to change those times which the railway itself should have fixed, without due notice to the Post-office, to enable them to make other arrangements; those were simply the two provisions which would form the basis of any bill which I think should be introduced, arbitration for special service, and a low fixed price for those trains which the railway would run, whether the Post-office employ them or not.

1201. Mr. *Hutton.*] Is the arbitration you propose to affect only the price of carrying the mails?—The price would include, of course, the performance of the whole service. Supposing one of the conditions for a special train required by the Post-office was, that the railway should furnish a travelling-office for the clerks, properly fitted up; if we were not despotic as to the conditions, the railway company might say we will carry your bags, but we will give you no travelling-office; it is necessary the Post-office should have power to call upon the railway company to furnish a travelling-office; but then the railway might and would say, It is very true you have called upon us to furnish a travelling-office, but you must pay us a reasonable price for the expense to which we have been put. The arbitration would be upon the price alone that would be necessary for the company to furnish the travelling-office; the price awarded would be accordingly. Then, again, another instance I may give. It was reported to me, at one time, that though the railway company would allow us to run trains at night, they would not watch the road, which might be absolutely necessary, by taking the powers that I should propose the Post-office to have. In the Railway Bill, the Post-office would have the power of compelling the railway directors to watch the road, the arbitrator allowing the company a compensation in point of price for the service performed; but the Honourable Member will see that, unless we reserved to ourselves this power, the railway directors, by refusing to us any one of those conditions, would frustrate the whole of the arrangement.

1202. Is it not understood that the Post-office should have the power, in such a bill, to enforce with the night-trains the carrying of passengers, as unless there be such power, such a price might be put on the carrying passengers as would frustrate the arrangement?—I think that should be one of the articles of arbitration. I think they should be obliged to carry passengers; if they were obliged to carry the mails to the north without passengers, and if we were obliged to post it, instead of the present mails carrying them to the north, there would be a great additional expense. The mails, at present filled with passengers, cost us about 2,400 *l.*; that arrangement would cost about 22,000 *l.* each mail; added to which, I take it the railway, if it carried no passengers, would make a demand for a special train; the charge for a special train to the Post-office would be 10 *l.* a train, that at 40 *l.* a day would be 12,000 *l.* a year.

1203. Mr. *Easthope.*] Provided the railway companies that are now in operation would come into a general agreement to refer all questions of disputes between you to arbitration, and they could be settled by compromise between you, do you not think that there would be some considerable convenience both to the public and to the railroad companies from deferring any positive legislation until both parties have acquired more practical information as to the whole question?—I think the bill would answer all the Honourable Member's object; an agreement, if it were stringent, would be, in point of fact, as good as an Act of Parliament; but to be

stringent on all the parties, I apprehend nothing but an Act of Parliament would accomplish the object.

1204. If the railway companies were ready to say on all questions in dispute, until practice has taught both parties their capacities and deficiencies, we are willing to leave it to arbitration, do you not think that in the course of 12 months, or a shorter period, we shall be in a condition to acquire more information as to the course in which it will be expedient to legislate?—I have a very strong opinion upon the subject; the more I see of railways the more I am convinced it is absolutely necessary to pass a bill instantly, for those bodies are so powerful that the time may come when the Post-office service may be stopped entirely, unless we have the means of controlling them in some way, and that if the bill is not got quickly it never will be got.

1205. Do you not think that if the railway companies were to set themselves up, having no fair regard to the public convenience, the public would be always stronger than those companies, and that the Post-office would be always able to prevail upon the Legislature to give them such powers as were requisite?—I do not believe the public would be able to convince them of that, except by the mails being absolutely stopped; some conclusive fact of that nature which would not admit of their entertaining any doubt, and to that I do not think it desirable to come.

1206. Mr. *Wallace*.] Would it not greatly facilitate the probability of contractors appearing to do the work for the Post-office on railroads if an Act of Parliament were passed clearly fixing the rights of the parties?—I should think that would facilitate it; but, as far as my own opinion goes, now the railroad is a perfect monopoly, it is quite idle to talk of contractors executing any service, except the railroad contractors. That is my strong impression; I may be wrong in it. Were a bill introduced it might be very expedient to introduce a power for the Postmaster-general to make use of all the railroad implements, and engines, and workshops, and to have full power to pass over the railroad premises, and to use their servants; and even then, with all these facilities, I take it the railroad company might throw such impediments in the way of the service, that it would be very difficult to carry it on; but without such power I do not apprehend it would be possible for the Post-office to carry on the service.

1207. Mr. *Easthope*.] Do you think any compulsory power given to the Post-office would be effective for district contractors to do your business on the railroad without interfering with the public convenience, by taking the management out of the hands of the directors of the railroad; if you had the power to raise up other contractors, do you not think that would so interfere with the management of the railroad as to endanger the proper conducting of the railroad?—I think it would be exceedingly difficult; the trains would be clashing; the different sets of trains throwing beams down perhaps. Any competition would be highly dangerous, and very likely lives might be sacrificed through the zeal of servants wishing to throw impediments in the way of one proprietor's carriages and to facilitate others; and all those circumstances which we see occur every day in the competition of stage-coaches would of course take place in the competition on railroads.

1208. Mr. *Wallace*.] Have any of those occurrences taken place where competition is now in practice between Liverpool and Manchester?—I am not aware of that.

1209. Were the Post-office prepared to recommend heads for a bill to be brought into Parliament to abandon the principle of mails passing entirely free of toll on railways?—I think in the conditions we submitted for a bill, which was a bill giving us very small powers, we proposed that the guard and bags should not pay toll.

1210. Has the department seen any reason to place the roads made of iron on a different footing from roads made of gravel?—Indeed, I do not know; that is a question I cannot answer; that is a question rather for the Legislature; the public pays eventually, and the question is whether you should throw it on one department or another.

1211. When is it expected the communications by railway will be opened upon the London and Birmingham line?—I have been told within three weeks after the breaking up of the frost.

1212. Mr. *Easthope*.] That is opened to Denbigh-hall, and from Rugby to Birmingham?—Yes; with 40 miles interval.

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1213. Mr. *Wallace.*] Which communication they propose to make up with coaches and carriages of various descriptions?—Yes.

1214. Do they propose to take on the mails by some of those carriages?—Yes, they do.

1215. When the terms of the contract shall be entered into, those terms will include the conveyance of the mails along the common road, and then the railway until it reaches Birmingham?—I should think so; what the nature of the contract may be I cannot possibly say till we know the terms.

1216. Will the Post-office department agree to entering on that railway service previous to having made a contract?—I do not know; we may be forced to do so. I have already stated that the difficulty of the Post-office is, that directly the railway opens the mail-coaches do not go except at a very high price, which we have the got the authority of the Treasury to pay, but only in case of emergency. We may be forced to employ the London and Birmingham Railway in the same way as we have employed the Grand Junction, on a similar agreement with Mr. Louis, if we can agree on the terms of the contract.

1217. Then by either a contract or agreement the service will be conducted in that mode?—We shall try to secure ourselves against an interruption of the service; but whether we shall employ mails on the railroad is that on which we cannot at present come to a determination, and from that source arises our difficulty; whether we try the railroad or continue our mails until we see how the railroad service is performed; but the difficulty arises from the mails withdrawing their accommodation immediately on the opening of the railway.

1218. Would it not be desirable to continue to employ the mail-coaches until they are abandoned by the passengers?—The Post-office had the other day a notice from nine mails to quit on the 1st of March, and we have been forced to get them to continue them on, on short notices; a month's notice some, and some a fortnight's, till the railroad opens; directly the railroad opens we shall receive notice from them that they will not continue them any longer.

1219. Unless at a great price?—Perhaps they will not go at any price short of the whole expense.

1220. Were any other terms proposed to those parties than the terms under which they at present run?—We have got them to continue until the railroad opens, and we have got power to negotiate with them on higher terms if necessary.

1221. Will it be desirable to ascertain the terms on which they will continue in case of necessity?—We are now in the course of ascertaining those terms on which they will continue after the railroad opens.

1222. It will be in the power of the Post-office department to lay before Parliament positive information to what amount the expense would be increased by carrying the mails after the railroad opens?—Provided we employ them, which we certainly should not, except in case of absolute necessity; if the London and Birmingham Railway will come into any terms which we think reasonable, we shall certainly not deprive the public of the accommodation they will derive from an acceleration of the mails several hours earlier to the extremity of the empire.

1223. Would Parliament have practical information, or only the opinion of the department?—Unless we actually employ them, it will be impossible for us to give more than an opinion; if we employ them, which we must, in case of necessity, we can tell how many passengers go by them, and how many by the Birmingham Railway; my opinion is, that, for some time, passengers will prefer proceeding by mail-coaches at night, rather than partly by railroad and then partly by coach to Birmingham; for some time, I think the mails might be kept up at no great expense to the Post-office, provided the contractors can be kept in good humour, and they will go with us in keeping them up; my own opinion is, that, in providing for the mails for a certain time, the Post-office would not be at a great expense for two or three months.

1224. Even if it should increase the expense, would it not be better to show the practicability of the experiment, rather than to alter the mode of the communication for two or three months?—I do not see why the Post-office should continue the old mode three months longer than is necessary; I conceive the Post-office would not be justified in not giving the public the quickest possible mode of conveying the mails; time is everything to us, it is clearly the duty of the Post-office to adopt the speediest conveyance.

1225. Is it not the duty of the Post-office to ascertain what the cost would be

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by railway and by the common road?—Not if it sacrifices the interest of the public to do so. Colonel *Maberly.*

1226. You think that the public would continue to go by mails for a considerable time?—I think they would if they were continued. 20 February 1838.

1227. Mr. *Easthope.*] You feel that there is great uncertainty about it?—We cannot tell how we stand at this moment; it all depends upon the London and Birmingham Railroad Company; if they give us good terms, and will carry passengers for us by their night-trains, we shall most certainly employ them; if they do not give us good terms, and will not carry passengers at night, it will be for the Treasury to decide whether they shall take the Birmingham and London Railway, with the necessary expense of running the mails on from Warrington to Edinburgh and Carlisle, without passengers, or whether they shall keep up the mails which run from London, though they will not get down so quickly to their journey's end. Whether, on the ground of economy, upon the whole, it will be quite justifiable for the Treasury to employ the mails.

1228. Whether it would be very expensive or not, depends upon whether passengers would continue to go by mail-coaches?—Yes.

1229. And no one can be a judge of that until he sees the practical accommodation afforded by the railroad?—Certainly not.

1230. *Chairman.*] Supposing the letters were carried by stage-coaches while the railroad was open, do you not think there would be a great risk of the smuggling of letters being carried on by the use of the railroad, whereby several hours would be saved?—I think so; certainly, our object in employing the Grand Junction the moment it was opened was, that we were afraid of the smuggling of letters; we gave four communications a day, and sent the mail by it the first day after it opened; and we shall adopt the same practice on the London and Birmingham Railroad, if we can possibly manage it; unless we can give the public a greater accommodation for their letters, the smugglers will beat us out, and take away our whole revenue.

Martis, 27° die Februarii, 1838.

MEMBERS PRESENT.

Mr. Easthope.	Viscount Lowther.
Mr. Gillon.	Lord Sandon.
Mr. Greene	Lord Seymour.
Mr. Hutton.	Mr. Wallace.
Mr. Labouchere.	

THE RIGHT HON. HENRY LABOUCHERE, IN THE CHAIR.

George Carr Glyn, Esq., called in; and Examined.

1231. *Chairman.*] YOU are the Chairman of the Board of Directors of the Birmingham Railway Company?—I am. *G. C. Glyn,* Esq.

1232. Are you, in that capacity, cognizant of the communications which have taken place between the Post-office and the company?—I am. 27 February 1838.

1233. Did you attend a meeting which took place lately at Birmingham?—I did, last week.

1234. Have the goodness to state to the Committee what resolutions were come to?—A resolution was proposed by Mr. Sturge, one of the directors, prohibiting altogether travelling on the Sunday; that was negatived by a majority of two to one, and an amendment proposed by another director, limiting the use of the railway to all necessary travelling on that day, and that to be defined by the directors themselves.

1235. What do you suppose is understood by necessary travelling?—Anything that was called for by public necessity or public service; the words "public necessity" I think are used in the resolution.

1236. You would probably understand that the service of the Post-office was included in the term necessary travelling?—Certainly.

1237. You do not believe, therefore, that, on the part of the company, there would

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would be any objection to such transmission of the mails on the Sunday as should be necessary for the General Post-office communication of the country? —I conceive not; I am not aware whether the question refers to that which is now done, or to that which may be proposed.

1238. The question refers to the communication by railway necessary for the due transmission of the correspondence of the country?—I am not aware that it would interfere with that.

1239. Do you think it would be unreasonable to leave the Post-office to be the judges of what was such necessity, and to call upon the company to engage to carry letters on the Sunday in such manner as the Post-office should direct? —I think there might be some doubt upon that, whether we should be obliged to make our train convenient to the Post-office without reference to our duty to the public also; I mean public passengers when I say the public.

1240. Do you mean to put it on a question of expense?—I combine the two; but it is a question of expense more than anything.

1241. The question supposes that the company were amply and properly remunerated for any service demanded of them on the part of the public by the Post-office?—Suppose they wanted to start an engine themselves, there would be difficulty in the directors allowing an engine to run at any hour to suit the convenience of the Post-office, without reference also to the appointed passenger trains.

1242. Lord *Seymour.*] The Post-office would in that case have to pay the whole expense?—In that case the Post-office would have to pay the whole expense.

1243. *Chairman.*] Do you think it would be unreasonable to require from the company themselves to furnish a carriage to carry the mails, instead of throwing it upon the Post-office to do so?—Provided we are paid for it.

1244. Mr. *Wallace.*] Why detach passengers from the Post-office engine?— Because it does not follow that the hour which suits the Post-office will suit the public passengers; some of the demands which have been sent to us from the Post-office we do not find to be convenient to the public.

1245. Suppose the Post-office wished to take a train of carriages with passengers with their engine, are the Committee to understand that that would not be permitted?—We do not wish the Post-office to have a train for passengers, unless under the control of the directors themselves.

1246. Have they not a right to do so now according to the Act?—They have a right to run an engine; any individual has a right to run an engine, subject to the control of the directors; when I say the control, that control applies not to the road itself, but to the use of our stations, and so forth.

1247. *Chairman.*] Do you think it likely that individuals unconnected with the company will run engines upon the railroad?—I do not; I think other companies may, but I do not think it will answer the purpose of individuals to do it.

1248. You think that other companies will act as carriers on your railroad? —I think that probable.

1249. Mr. *Wallace.*] What distinction do you draw between individuals and companies?—It would answer the purpose of the companies when it would not answer the purpose of individuals, as one would be in possession of the requisites for the performance of the public service, but they would not have the use of our stations.

1250. Then, without the permission to use your stations, the company have a complete preventive monopoly against any individual?—Certainly; he must find stations for himself.

1251. And that he may do under your Act?—No, he cannot do it under our Act; it must be a matter of private agreement for the purchase of land.

1252. Mr. *Easthope.*] There is no reason why an individual or a company may not erect stations if they can purchase the land?—Just so; they have the power by private agreement.

1253. You proceed under your Act, and take ground for your stations, but it must be with individuals the result of private agreement?—Yes.

1254. Mr. *Wallace.*] Is there anything in the Act giving power or permission to other persons to take ground, for the purpose of stations along your railway?—No, there is not.

1255. Is it considered that it would be reasonable or unreasonable to the public

public that such power should be given by an Act of Parliament?—I think it would be unreasonable towards the company, until a little more experience was had as to the result and motive for competition.

1256. Would it be inconvenient for the public?—It would be a very great inconvenience to the company.

1257. Have the goodness to explain the reasons for that opinion?—The difficulty would be in the arrangements of police, and of the officers necessary for the preservation and watching of the railway, requiring more management, and more care and precaution, than any other mode of conveyance that has ever yet been conceived or thought of; for instance, the very fact of an irregularity in any one single train will at once disturb the whole of the arrangement for many hours following; it will be impossible, I think, to prevent the occurrence of daily accidents; we see the occurrence of many accidents now without that.

1258. Is it not probable that accidents occur more from the novelty of the undertaking, persons being unacquainted with it, than from the difficulty of arrangement?—Accidents have already occurred on the Liverpool and Manchester line, which is the line of the greatest experience, from the fact of there being two companies running together on that line, the Grand Junction and the Liverpool and Manchester.

1259. It is to be understood, that you conceive that one company only can with safety use a railway?—For purposes of safety it would be better it should be confined to one company; I had rather have two companies than individuals and a company working on the same railway.

1260. Mr. *Easthope.*] Are you to be understood that your great objection, either to the Post-office or any other party dividing the control of the railway, is that the public would be endangered, and that public convenience would be interrupted?—Most certainly.

1261. That you could not effectually control all the arrangements of the railway, and prevent accidents, if there was more than one control?—Just so.

1262. Mr. *Greene.*] What is your objection to the mail-train taking passengers; you state that there would be no objection on the part of the directors to allow the Post-office to take a carriage with letters only, but there would be an objection on the part of the directors to their taking passengers also on the Sunday?—The objection we should feel is this: it is our intention to run certain trains on the Sunday, for the public convenience on that day; and if we were to have a train of passengers likewise sent off by the Post-office on that day, it will be necessary for us to make completely new arrangements as to all our servants and clerks, and everything else of that description.

1263. *Chairman.*] If the Post-office were compelled by your arrangement to send an engine with the letters, and without passengers, would it not entail an enormous expense upon that department?—I have not the means of calculating the expense, but it would certainly be considerable.

1264. Mr. *Wallace.*] Do you propose to accommodate the public to their utmost demand of conveyance along the railway on Sundays?—That is a question not discussed by the directors, but it is left perfectly open by the general meeting of the proprietors; I am not aware that it is intended to control the necessary supply for the conveyance of passengers down and up again on the Sunday.

1265. Or to stop at any part of the way and return?—No, certainly not.

1266. Mr. *Easthope.*] Is it your individual opinion, that, in that case, the public should be left to judge of the propriety of that question without legislative prohibition, or without a prohibition in any way by a bye-law of the directors?—I feel that whatever a man's opinions may be as to the propriety of Sunday travelling, as to the railways, he has no right to permit them to interfere with the general question of public convenience; the public have given a great power to railway companies, and they are bound to exercise that power for the general convenience of the public, whether on Sundays or any other day.

1267. Mr. *Hutton.*] Do you think that principle would be so far carried out by the majority of the directors as that no inconvenience to the public would arise from restrictive regulations on Sunday?—The amendment moved at Birmingham, as drawn up by a portion of the directors, left in the hands of the

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directors ample power to do justice to the public in respect of their demands on that day.

1268. *Chairman.*] In the negotiations of your company with the Post-office, you found some difficulty in arranging the question of the price to be charged for the service performed by you for the Post-office?—The very greatest difficulty; we have had no data either on our side or that of the Post-office to lead us to any conclusion.

1269. In the present state of the railway it appears little better than guess-work?—Almost entirely guess-work.

1270. Lord *Seymour.*] Cannot you form any estimate at what expense per mile a train now travels on your railway?—I do not feel myself competent to answer that question; but I would say there is the greatest possible difficulty in our case, that we cannot at present judge of the number of police or of superintendents necessary for a line so near London. We already find, that, as regards the Grand Junction and the Liverpool and Manchester, our police force is infinitely larger than that they require, therefore we have no sure guide at present.

1271. *Chairman.*] In the event of some bill being introduced into Parliament to regulate the manner in which the service of the Post-office shall be discharged by railway companies, do you think there would be any injustice in determining, in the case of morning-trains, the guards and mail-bags shall be taken at a sum proportionate to a certain number of passengers?—Of course that would depend on the number, but I do not think that is at all an unfair mode of dealing with it.

1272. Do you think if the space that was required for the service of the Post-office was calculated, and the company was compelled to undertake the conveyance of the mail at the same price at which you would give the space to the public, that would be an unreasonable principle for the company to act upon?—I think not.

1273. Mr. *Easthope.*] Do you think the Post-office on the one hand, and the railway companies on the other, have up to the present time had sufficient experience to guide them as to any correct and equitable system of charging?—Certainly not; upon the railways with which I am connected we have endeavoured in every way to ascertain data, but we cannot bring it to any point as regards the Post-office service.

1274. Do you think on the part of your own company there is a determined feeling in favour of affording all the convenience that the public require to the Post-office, on equitable terms?—In all the correspondence with the Post-office, copies of which I have here, we have laid down that principle; we have even gone to the length of saying we do not seek a profit, we only want a fair remuneration for the positive cost of the service done; we do not even seek a profit in it.

1275. Do you desire to acquire information, by experience of your railway, of those circumstances which will enable you correctly to judge of what you ought to require of payment from the Post-office, and what they ought to require of duty from you?—That is all we seek.

1276. *Chairman.*] Confining the question to the case of trains alone, do you think any practical injustice could be effected if the same principle which the company make use of in charging the public for any space they take, were applied by them to the Post-office?—Some consideration must be allowed for weight as well as space; we are perfectly at sea as to the weight which we may be called upon to take in the train for the Post-office. If a proposition had been made to us by the Post-office, it would have been much more easy to have arrived at some conclusion, but we have had no proposition; we have had plenty of letters, and have been pressed to make a proposition to them.

1277. Mr. *Gillon.*] Do you expect soon to be able to determine the wear and tear of the railways, and the expense of locomotive power?—We have not yet, but we hope soon to arrive at that; we ought to arrive at it.

1278. When you shall have arrived at that point, do you not consider it fair, that, as far as the tear and wear of the rails go, the Post-office should be enabled to send their despatches free of expense?—I do not see why they should be allowed to work our rails to pieces without paying us for the cost of them.

1279. Are you not aware that the mails run free of toll on the turnpike-roads?—Where that is a part of the consideration, the price is less, of course, for the service done, but the cases are scarcely analogous.

1280. Mr. *Easthope.*] Is it not the fact, in the case of the mails, that the public repair the turnpike-roads, whilst, in the case of a railway, it is kept in repair by a body of individual proprietors?—It is kept in repair in one case by the proprietors only, and in the other by the general body of travellers and the adjoining landowners.

1281. *Chairman.*] In case of a special train being required by the Post-office from the railway company, do you think it would be an unreasonable thing that the Postmaster-general should have the power of demanding special trains for his own service, to be started at such times as he should fix, the Postmaster-general also fixing the nature of the service to be required and the conditions themselves, provided the price that was to be paid for this service by the public was decided by arbitrators?—I do not think it would be possible to work the railway, in case the conveyance of the travellers is to be put aside for the conveyance of the Post-office; the question referring to special demands from that department.

1282. The question does not refer to an extra train, but a train started at a time the company does not require, but which the Post-office have fixed?—Part of the difficulty which would arise from that power being granted is this: that on the London and Birmingham line, which is the centre line, in fact, of England, we shall have all the railways from Yorkshire and every other part of England pouring into it; and unless we are enabled so to arrange with the Post-office as to have their service done so as to chime in with the service of the public, I am afraid great difficulty must arise; for instance, supposing that when the North Midland, the Midland Counties, and all those various railways are at work, there is a probability that at any single hour or half-hour of the day our railway will be occupied in some way by trains passing over it; if we should not arrange with the Post-office so as to suit their departures with those which we fix for the public generally, we may shut out the whole trains upon the railways throughout the kingdom at once. If Colonel Maberly says you are starting trains at ten o'clock, and we must have half-past ten fixed, the whole of our railway trains may be thrown out in consequence of those arrangements, and it will be impossible for us to work the railway; these are trains over which we have no control, except that of the company giving permission for the use of their stations.

1283. Do you not think that the great increased price which it would be necessary for the Post-office to pay for a special train, as contradistinguished from an ordinary train, would be of itself a considerable security against their calling on the company to give them a special train to start very soon either before or after the ordinary train?—I think that might prevent their doing it very often, but the Committee must bear in mind that it will not answer our purpose to derange the whole of the travelling for the day for the service of the Post-office, nor would the public be content with that.

1284. Would not the circumstance you have mentioned be one of the points to which the attention of the arbitrators would be directed, and which would be considered with the price?—I do not think the regulation of price would be sufficient as a remuneration to the company, because, in fact, it might occur frequently, and all the rest of their business, of whatever kind, be put into a state of derangement, in consequence of having to start the Post-office train at an hour which suited them, and nobody but them.

1285. In the event of extraordinary powers being given to the Post-office, do you not think that a regard to the public interest would be a considerable security against those powers being misused?—I think it probable it would; but I think the Post-office are at this moment fighting with a shadow. I believe the questions which the Committee have done me the honour to put arise from the fact of our having altered one of our departures from London; we arranged with them originally that there should be one departure at, I believe, eight o'clock, and another at ten; it has been found necessary, in the very limited way in which we are able at present, and only at present, to act, to alter one of the times to which we had agreed; but that is an alteration which will extend only over the next six months; all our arrangements are only for a limited time; when the whole of the line has been opened I cannot contemplate that there will be the slightest difficulty in carrying the Post-office letters at any hour they wish; nor do I believe that our directors contemplated any difficulty as regards the day-departures.

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1286. Do you mean by that, that you think there will be no difficulty in altering the times at which your trains shall start, so as to accommodate the Post-office?—My opinion is, that the Post-office may be then accommodated; that we shall have no difficulty at all in accommodating them, when the whole line is opened.

1287. What is the change of hour you allude to?—I do not recollect exactly; I think the hours originally sent in by the Post-office were ten and half-past eleven, for departures from London, in the morning; and, in consequence of arrangements with the coach-proprietors (for part of that line is to be worked by coaches), it became necessary to give up the half-past eleven; the ten o'clock will continue.

1288. With regard to night-travelling, how does the case stand?—We certainly are indisposed, for the next three or four months, to undertake night-travelling; it is a question entirely of security, and we have a report so strong from our engineer, we do not wish to undertake it at present.

1289. Do you apprehend, decidedly, there will be a difficulty in conveying mails at any hour of the night?—There is a great difference of opinion in Lancashire upon the point; my own opinion is, that there will be as regular night-travelling, when the works obtain their proper consistency, as there has been between Liverpool and London under the old system.

1290. That is not a point on which men of experience are agreed?—I think the men of experience agree in that view, that there will be night-travelling; but there are a few on the other side who think there will be no occasion for it, and that the public will not demand it; but, with the convenience to merchants of Liverpool leaving Liverpool at ten at night, and arriving at seven in the morning, which are just the hours we should take, I cannot conceive a doubt of it.

1291. Mr. *Wallace.*] Is it in consequence of the darkness that a doubt is felt?—A want of feeling of security in consequence of the darkness; an idea that, if any accident had occured on the embankments, the engineer conducting the train would not perceive it, and an accident might occur in consequence.

1292. At present the trains between Liverpool and Manchester, and between Liverpool and Birmingham, go in darkness?—They do; but the number of passengers by them is very small.

1293. That is a matter of pecuniary consideration to the company, but not of security?—The trains are very small; the number of passengers by them is very small indeed, indicating thereby, I think, a certain distrust of the safety of travelling at night.

1294. Without any great accidents having happened?—The accidents on the Grand Junction have principally occurred in the night-time.

1295. Mr. *Hutton.*] Do not you think that the cause of there not being travelling between Manchester and Liverpool by night, is greatly this: that the distance is so short, it is not necessary for the communication to be made after dark?—That will appear as regards Manchester and Liverpool; but perhaps that is not equally applicable to the distance between Liverpool and Birmingham, to which I have referred.

1296. Mr. *Gillon.*] Do you not think that after your railway shall have been open for six months, making the communication from London to Liverpool perfect, the hour required by the Post-office will probably be permanent, and not subject to change?—Most probably.

1297. In that case, of course, the public will accommodate themselves to those hours, in the same way that they accommodate themselves to the hour of the arrival or departure of mail-coaches?—I have no doubt; in fact, the demand upon us by the public for conveyance will be so great, our departures from London will be almost every hour; there would be no difficulty in accommodating the Post-office when we get into thorough play.

1298. Mr. *Wallace.*] You have stated that, when your railway is completed, probably the trains will start from London, and return to it, every hour?—Yes, the trains of different companies; I was not speaking of the London and Birmingham Company alone.

1299. Do you include Sunday in that?—Certainly, not for the whole day.

1300. What exceptions do you make?—That will depend very much upon the actual demand which there is for passengers for conveyance on Sundays; we shall be regulated by that.

1301. If the trains offer themselves from a distance at every hour, you will receive them along your railway?—Yes, certainly.

1302. Mr. *Easthope.*] Do you not think that the complaints which have been made by the Post-office are greatly attributable to the imperfect state of the arrangements in which all the railroads are at present, and the want of capacity of the railroad directors to furnish the accommodation required?—Yes; and, as far as the Grand Junction is concerned, I think the want of a due supply of locomotive power. When I was at Birmingham the other day, I had a good deal of communication with various persons connected with the Grand Junction; they were all more or less cognizant of what was going on upon it; the general complaint was that their stock of locomotive power was insufficient; that they had not applied sufficient capital to that particular part of their service, to do it in the way in which it ought to have been done; in addition to which fact there has been a stoppage of the canals, and they have got very deficient locomotive power for a most extensive business in goods, which they are now doing in consequence of this stoppage of the canals.

1303. Lord *Sandon.*] You are aware, perhaps, that the directors of the company lay this to the charge of failure on the part of the engine-builders in supplying the engines contracted for?—Yes, I am aware of that fact; there is no doubt of the fact that the engine-builders are so very full, they cannot get their supply so quickly as they ought.

1304. Mr. *Easthope.*] Do you not think the directors of railroads will feel that regard for the public opinion, having derived their monopoly from the public, that they will be amenable to public opinion, so as to make it quite imperative upon them to afford the greatest measure of accommodation to the Post-office that is compatible with public convenience?—Certainly.

1305. So far as your observation has extended, does there appear any opposition to that general feeling?—There may be on the part of a few individuals, but certainly not on the part of the general body of directors.

1306. *Chairman.*] Supposing your alternative to be, that you must either leave the Post-office completely at the mercy of the railroad companies, or put the railroad companies to a certain degree under the control of the Post-office, which do you think is the most safe alternative for the public to adopt, which branch of alternative presents the best security against abuse?—It is the convenience of the public passengers against the receivers of letters, and therefore probably the great majority will be the receivers of letters.

1307. Do you think it would be very easy for a public department to act in such a manner as to give offence, and produce inconvenience to the whole body of the public who were using those railroads as passengers?—That is almost an extreme case; it is scarcely to be contemplated if we have trains running almost every hour in the day.

1308. In the question of speed, do you not think it reasonable the Post-office should have good security for their letters being carried with all possible despatch?—That is a very serious question; if it is proposed that the Postmaster-general should have power to order any railway company to go at an increased speed above that in use, that will probably not only derange all their business, but may cause the most fearful accidents ever heard of.

1309. Do you think it at all likely that any public department should want to use its power in such a manner?—I am not at all prepared to say that it is not likely; when I find the Post-office pressing the railway company to carry mails at night, in opposition to the report of their surveyor, I think they are disposed to press upon them, without sufficient regard to the fear of danger.

1310. Have you heard a complaint that the railway companies which have contracted with the Post-office have unduly loaded the trains which have been concerned in carrying those letters, so as to cause unnecessary delay?—No, I was not aware of that fact.

1311. Supposing that to be the case, do you not think that is a circumstance the Post-office should have power to prevent?—May I be allowed to ask what the cause was?

1312. That they attached to the engines a greater number of carriages than was consistent with the engine performing its passage with the usual and accustomed despatch?—I am not aware of that ever having occurred; if that is a

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case which has arisen on the Grand Junction, I do not think I ever heard of their having such a great load as to cause that; but I have heard of their engines failing in their duty.

1313. Supposing a train out of proportion with the power of the engine, do you think that state of things, which necessarily causes irregularity and delay in the correspondence of the country, is a point over which the Post-office should have some sort of control?—I think that entirely arises from the very novel circumstances under which the service is undertaken, and that, instead of the Post-office having come under arrangements, they should have waited for six or twelve months till the whole of the arrangement was more matured, and engine power made adequate to the work they have to perform.

1314. You think there is no remedy for the public, and it must depend on the willingness of the railway companies to perform this service in a proper manner, both as regards price and despatch; and that it is quite enough to leave it to the effect of public opinion on a joint-stock company if they charge too much, and to trust to them for the performance of the service?—I really think it is; the directors know the alternative which presents itself, that the Post-office will apply to Parliament if they do not do their duty.

1315. Lord *Sandon.*] Do you not think it right there should be a contract between the Post-office and the railway companies, the railway companies binding themselves to perform the duty at certain hours, and at a certain remuneration, and that any falling short of those terms should come under a penalty, unless it should be apparent, to the satisfaction of some competent and uninterested party, that such delay had arisen from circumstances not connected with any negligence or misconduct on the part of the directors?—I think there ought to be, in point of fact, the same arrangement subsisting between the railway companies as now subsists between the Post-office and the contractors for mail-coaches; there should be certain duties performed for a certain price, which the company should engage with the Post-office to perform under reasonable and ordinary circumstances.

1316. *Chairman.*] Supposing the Post-office had no other hold upon the railway company than that which the last question supposes, do you think that the Post-office being at the mercy of the railway company, with regard to the price and other matters, they would ever venture to enforce the penalty for irregularity in performing the contract?—I should think they would.

1317. Mr. *Hutton.*] May not the opinion of Parliament give some security, more than the pressure of public opinion, that such things as have occurred shall not occur again?—I do not think there is any necessity; I can speak only as to the directors with whom I am connected; I am sure if they made engagements, they would be bound by them.

1318. Mr. *Wallace.*] Have you any doubt, if you have sufficient locomotive power, of being enabled to keep such engagements?—Not the slightest, if they are regulated properly.

1319. Can any difficulty arise, with an adequate provision of locomotive power, in engaging to perform a certain duty within a specified hour?—Not the slightest; our average speed is 20½ miles an hour between Tring and London; we find our trains are keeping their time, within two minutes, as exactly as can be wished; our supply of locomotive power is fully competent to the work it has to do.

1320. Have you sufficient locomotive power prepared for the performance of the line throughout?—Yes; our whole railway will not be at work till the end of the year; but we have a very full supply ready, and have orders for immediate delivery, which will put us into possession of the power of locomotive required as we proceed.

1321. What speed do you propose?—Twenty-two miles and a half all the way.

1322. Including stoppages?—Yes.

1323. Do you propose to do that with your night-trains?—The subject of night-trains we have not considered; but yet I do not see, when the line has arrived at its proper degree of consistency, why we should not keep the same speed during the night as during the day.

1324. Your line is allowed to be one on which the gradients are very favourable?—Yes; not the most favourable, but better than the Grand Junction considerably.

1325. It is in evidence before this Committee that 31 miles an hour is a reasonable

reasonable rate to go?—We think it too much; the only serious accident we had was when going at that speed; the engine got off the railway.

1326. You stated that you had been pressed by the Post-office to undertake night travelling against the opinion of the engineer; can you produce to the Committee any of those communications on the subject?—I have a large parcel here, and I have had many communications both with Colonel Maberly and Mr. Louis verbally, and I may say generally from my own knowledge they have pressed our undertaking night-mails.

1327. They have pressed upon the company to undertake the conveyance of night-mails, while the company have stated in reply that they conceived it would be unfit to do so?—Yes.

1328. *Chairman.*] Do you think that the Post-office have felt the necessity for some immediate arrangement?—They put it on the ground that their contractors were all indisposed to renew the contracts, and that therefore it became necessary for them to procure some substitute; they pressed us to do it, and as an alternative it was for some time under consideration with us whether we should not give them the use of a carriage and engine, to work at half-past eight at night from London, for that special service; but we have received such strong remonstrances from our engineer against doing it, even in that limited way, particularly referring to some portions of the road between Leighton Buzzard and the Holyhead Road, that we are afraid of venturing.

1329. Your engineer is Mr. Stephenson?—Yes.

1330. Mr. *Wallace.*] Has there been a full communication between the Post-office and your company on whom the responsibility will rest if night-trains be set going previous to the road being declared perfectly fit and safe for night-trains?—I do not think it has gone so far as that; we told them explicitly that, as regards the public, we would not take the responsibility of conveying them at night till our road was reported fit for use; but, if it was any accommodation to them, we should be disposed to run an engine and carriage only for their accommodation; but our engineer has since that remonstrated so strongly against it, I do not think we should be justified in authorizing it.

1331. Mr. Boothby, one of your directors, has stated before the Committee that you have positively declined to take those night-trains?—That is perfectly correct; this has occurred since Mr. Boothby's examination; it arose in a conversation between Mr. Louis and myself, in which he urged strongly the difficulty they had in conveying the mails for the next six months, and pressed upon the directors the conveying the mails by a single carriage as soon as possible; in consequence of that idea our engineer made the remonstrance I have mentioned.

1332. Is it a proposal on the part of the Post-office that you shall take the mails entirely through to Birmingham?—The proposition, in conversation between Mr. Louis and myself, was that we should run the train for them down to a place called Denbigh Hall, on the Holyhead Road, and that they should work it through, the contractors or we for them, from thence to Rugby, and from thence by engine again to Birmingham.

1333. Mr. *Easthope.*] You stated that Mr. Louis and Colonel Maberly have urged you to perform certain duties at night, which your engineer has pointed out strongly it would be unsafe for you to undertake; do you apprehend, judging from the urgent manner in which the Post-office made that requisition, that, if they had had legal power to enforce it, they would have been likely to have enforced it against the opinion of your engineer?—I think they certainly would.

1334. *Chairman.*] In the questions put to you before, I supposed that the service and the conditions were to be determined by the Post-office, and the price only left to arbitration; supposing not only the price but the conditions, and anything in the nature of the service that could be matter of doubt, were also to be referred to proper arbitrators, do you think that would be a safe and just scheme to act upon?—To be called in only in certain cases, I presume.

1335. In cases where the Post-office and the company could not agree, arbitrators to be called in, to judge not only of the price but the reasonableness and safety of the service to be performed?—I think that would be as good a scheme as could be devised to settle any differences that could arise.

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1336. You think it would not be safe to leave the service and the conditions in the hands of the Post-office, the arbitrators being only to settle the price?—I think not.

1337. Mr. *Easthope.*] Is it your opinion that the Post-office, urged as they are by the public to the strict and regular performance of their duties, would be induced to urge you beyond that which is safe to other parties?—I am afraid of that arising.

1338. Do you think there would be any objection on the part of the proprietors of railroads to the proposed arbitration as to the price, the time of starting, and every question that could arise?—I speak with regard to my own company, there is nothing I would not willingly leave to arbitrators to settle upon any differences arising.

1339. Do you think, if all the companies were to object to that, it would be fair on the part of the public that the Post-office should have the power of compelling them?—I think if it were refused by them, it would be time for the Legislature to interfere.

1340. Mr. *Gillon.*] Does not the increase of speed very much increase your expense as regards the wear and tear of the rails, and as it regards the locomotive power?—It increases the expense prodigiously as regards the wear and tear of the railroads, and in some degree as regards the locomotive power.

1341. You expect to drive all competitors off the line of road, coaches and so on?—We hope so.

1342. Do you not think the Post-office would require to be guarded by penalties against your slackening your pace very much, with reference to the question of expense?—There would be no difficulty in entering into any agreement of that kind for the service of the Post-office, imposing a penalty if we were to slacken the pace agreed on between us.

1343. Mr. *Easthope.*] Do you not think that anything on the subject of penalties for the non-performance of reasonable requirements ought also to be left to arbitrators?—I have no objection to arbitration upon the subject, but I think all these cases should be provided for between the Post-office and the company by agreement.

1344. *Chairman.*] Do you think there would be mutually a disposition on the part of the Post-office and the railway company to accommodate one another, and that the call upon the arbitrators would be very seldom?—I think very much so indeed.

1345. Mr. *Gillon.*] Is it not the fact that the public keep up your railway by tolls, as much as the passengers keep up the public roads by the tolls?—Yes; but I think on the public roads there is also another mode of keeping up the roads.

1346. Are you not aware that there exist debts incurred by advances for the making and keeping up public roads, and that the amount of tolls must affect the interest of the money so advanced?—Yes, certainly.

1347. You are aware also that the mails run toll-free on public roads?—Yes.

1348. Is there any reason why you, being the great monopolists, ought not to carry the mails toll-free, when the trustees of public roads carry them free, and when the persons who have advanced money on the tolls of roads are so far dependent on the amount for the interest of their money?—What part of the charge would be called the "toll," as regards any arrangement between us and the Post-office?

1349. The wear and tear of the railway?—The wear and tear of the railway is scarcely to be compared to that of a public road; it is so much greater.

1350. Is there any reason why a company of proprietors are to have a preference to the trustees of public roads, or to those who have lent their money on the security of public roads?—I think we shall supply the public with a much better mode of conveyance, and the expense of wear and tear will be in a greater degree.

1351. Mr. *Easthope.*] Would not any requirement on the part of the public, that you should convey the mail for nothing, be just the same as a tax by the Government upon the railway?—Certainly.

1352. Do you not already pay the tax?—Yes.

1353. It would be, in point of fact, increasing that tax?—Yes.

1354. Mr. *Gillon.*] Is not your tax very much higher than that paid by the travellers on public roads?—I do not know the proportion it bears.

1355. *Chairman.*]

1355. *Chairman.*] Do you think it would be unreasonable to give the Post-office a right, if it should think fit, of running its engines on the railways for the conveyance of the mails toll-free?—That involves the whole question of their running independent of the company; I am convinced there would be great inconvenience in that, considering what a railway has to perform in connexion with other railways.

1356. If that could be done without inconvenience to the company, do you see anything objectionable in principle to the Post-office being at liberty to do so?—It would be a tax at once imposed upon the railway company; it is open to Parliament if they think fit, but it would be so much taken out of the pockets of the proprietors; the wear and tear incurred thereby would be a deduction from the receipts of the proprietors.

1357. Mr. *Wallace.*] You have stated that, as to the Post-office, you do not look for profit?—"A fair remuneration" are the words we use; we mean not a profit on the work done, but to be covered for the expense.

1358. You include in that the wear and tear of the railway?—Yes, and the expenditure made.

1359. Mr. *Gillon.*] Would you not in that case be favoured over the road trustees?—That is a question I am scarcely able to answer; we are giving the public an accommodation of a very expensive and costly kind; it never would do, in my mind, to compare it with that given by the road trustees; here is an expenditure of four millions and a half for the accommodation of passengers between London and Birmingham.

1360. Is that laid out by the proprietors to accommodate the public, or to put money into their own pockets?—It is to accommodate the public.

1361. Do you mean to say you would have expended four millions and a half without expecting a corresponding benefit?—Was any great public work ever undertaken without expecting a benefit from it?

1362. Mr. *Easthope.*] Have you received a dividend yet?—No, and we have exceeded our estimate.

1363. Mr. *Wallace.*] It is admitted by you that the principle of no profit carries with it the very same argument as regards common roads; the trustees there receive no profit, this company requires to be kept safe only?—Yes, that includes of course the wear and tear.

1364. Mr. *Easthope.*] Is it not the fact that the trustees of a road are the mere trustees for the public, and the trustees for a railway have embarked their own property for their own benefit?—Generally speaking, that is the case.

1365. Is it not the fact that there is a total dissimilarity between the two cases?—The question, I suppose, referred to the bondholders.

1366. Mr. *Wallace.*] Do you see a material difference in principle between the case of the bondholders on turnpike-roads and the shareholders on rail-roads?—They have both advanced their money to what may be called a public and a private object; I cannot draw any great distinction between them.

1367. Mr. *Gillon.*] Are you aware that there are many bondholders who have advanced money on public roads, with the expectation of having only a very limited payment of interest, and that in many cases they have received no interest at all?—I dare say that may be the case.

1368. Mr. *Hutton.*] Do you know yourself, from the report of your engineer, what is the great cause of danger between Leighton Buzzard and the Holyhead Road which you have alluded to?—It arises from some embankments which have been recently formed there, and from the nature of the soil on which they stand.

1369. Has that embankment given way, in point of fact?—It has not been worked upon yet.

1370. The engineer apprehends danger of its giving way?—Decidedly, at present.

1371. Mr. *Wallace.*] Is not the risk and danger to new embankments very much increased after such a frost as we have had?—Certainly, but it depends very much upon the nature of the soil.

1372. Have not the embankments upon your railway already been subjected to very great subsidings?—Those near London very great indeed, out of all calculation.

1373. Are they still going on?—In a much less degree than occurred three or four months ago.

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1374. So long as they continue, would it be more unsafe to travel at night than during the day?—Clearly, on all the new embankments; we do not apprehend any danger at all on those within 30 miles of London; it is about 15 miles beyond that where the soil is particularly bad, which have never been gone over yet.

1375. *Chairman.*] Supposing the general meeting at Birmingham, instead of the majority negativing the motion, had decided to prevent the railway being used on Sundays, that would have had the effect of stopping the Post-office communications on that day?—Yes, certainly, as far as the railway company is concerned.

1376. Do you think it would be reasonable to leave to a railway company a choice which might materially affect the service of the Post-office department?—I have no hesitation in saying, that, if any railway company made regulations which would so materially interfere with the public service, it would be incumbent upon the Legislature to interfere to prevent that.

1377. Would it not be better not to wait until such a thing actually occurred, but to prevent the possibility of its occurring?—In my own opinion it would be better to wait for the evil; I think the attempting a thing of the kind would create a great deal of feeling.

1378. Supposing such a resolution to be come to by any one of those companies which have the line between London and Liverpool while Parliament was not sitting, would not there be a derangement of the correspondence of five or six months?—Not if the Post-office had made an agreement with a railway company providing against that.

1379. Supposing it to be done at the termination of such an agreement?—I think that is a case in which the public ought to interfere.

1380. Mr. *Wallace.*] Do you mean to state, that, if the Post-office were to require a greater speed to be performed than the usual rate, the requiring that greater speed would disarrange all your regulations?—It would.

1381. Would it not be quite impossible to manage a great establishment, such as yours is, unless the Post-office conforms itself to that which was felt upon the whole to be the best rate of speed?—I submit there is no other alternative, that they must conform to it.

1382. Would it not, in your opinion, be reasonable that the Post-office should endeavour to accommodate its hour to yours as long as your railway is in its present state?—We act upon that certainly ourselves, we think so; but when the whole line is in operation, I do not think there will be any difficulty in arranging the hours with them, that every hour, in fact, will be an hour of departure; I am convinced the difficulty we have with the Post-office arises from their negotiating with us at a moment when we are in a very imperfect state.

1383. Why have not the company made some tender to the Post-office?—Because we are entirely without any data as to the price on which that tender should be made.

1384. It is price only between the railway company and the Post-office?—Yes, that is the chief point; we have given them one of the morning departures they wished, we have not given them the second. In explanation, allow me to remark, that the reason we have not been able to give them the second departure arises from the opinion of some coach proprietors as to what would be most convenient for public passengers; at present we require certain time for repairing our works, and the arrangement of the times of our trains are regulated accordingly; we must procure six hours of daylight to proceed with those repairs.

1385. In your opinion, it would be quite impossible that the public should at all agree to any bye-laws by which travelling on Sunday should be disturbed?—I will not say impossible; I think it highly improbable; it is impossible that a more determined attempt can be made in any company than has been in the London and Birmingham, which has been negatived by very nearly three to one of our proprietors.

1386. Have you been informed of the determination the Grand Junction Railway came to the other day on the subject?—I have understood that they have resolved, to suit the public convenience, to carry forward public travelling on the Sunday.

1387. When do you propose to begin carrying the public to Birmingham?—

On

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On the 26th of March, or as soon after that as the weather permits, the interval between Denbigh-hall and Rugby being worked by coaches, which we engage; in fact we book in London all the way to Birmingham.

1388. Have you advertised that?—No, that was only settled since the breaking up of the frost; we could not fix the time till the frost had broken up.

1389. Does your Act limit you as to the amount of profits?—It limits us as to tolls, but not as to the amount of profits.

1390. When all the other lines fall into yours, you may make an immense profit?—We look for a very large receipt, and we ought after an expenditure of five millions.

1391. Mr. *Gillon.*] What is the distance between Denbigh-hall and Rugby?—Thirty-five miles.

1392. Lord *Seymour.*] How soon do you expect the railway line will be opened the whole way?—In November.

1393. When the whole railway is in operation do you think the time of the Post-office in taking up and putting down bags will be inconvenient to passengers?—No.

1394. You think the train carrying the mail will not be objectionable to passengers?—No, I think not.

1395. Mr. *Wallace.*] Mr. Boothby stated to this Committee when he was examined, that the opinion of the directors then was that they should not undertake the carriage of the mail during the night, until the railway was completely open; is that still the opinion of the directors?—Certainly not; I think I may state that I am authorized by the board of directors to say that they will be ready to enter into an arrangement with the Post-office, for the engine and carriage to which I alluded, at the very first time when our engineer reports that it is safe to do so.

Martis, 6° *die Martii*, 1838.

MEMBERS PRESENT.

Mr. Baring.	Mr. Labouchere.
Mr. Easthope.	Viscount Lowther.
Sir Robert Ferguson.	Lord Seymour.
Lord Charles Fitzroy.	Lord Granville Somerset.
Mr. Greene.	Mr. Wallace.
Mr. Hutton.	

THE RIGHT HON. HENRY LABOUCHERE, IN THE CHAIR.

Philip Salt, called in; and Examined.

Philip Salt.

6 March 1838.

1396. *Chairman.*] YOU are guard of a railway mail, are you not?—I am.

1397. What mail is that?—The Birmingham and Manchester.

1398. How long have you filled that situation?—Ever since it opened; the 4th of July.

1399. What are your duties?—To leave and take up mail-bags.

1400. You travel with the mail-bags, of course?—Yes.

1401. Mr. *Wallace.*] On the top?—Yes.

1402. *Chairman.*] And the bags on the top?—Yes; with the exception of some that go into the imperial.

1403. Are the bags under cover?—Part of them.

1403*. Which part?—We do not make any distinction.

1404. Do you distinguish letter-bags from newspaper-bags in covering them up?—We put those that are going the furthest into the boxes, and those that are to be left on the road, for convenience, we put on the top.

1405. *Chairman.*] From your experience of the way in which the service of the mails is conducted upon the railways, do you think that the service of the railway, in regard to the trains and engines, is conducted with regularity and despatch?—No, it is not.

1406. Do you think it is conducted with as much regularity and despatch as the nature of that service is susceptible of?—They do not keep their time.

1407. To what do you attribute their not keeping their time?—The engines being

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being insufficient; there not being a sufficient quantity of engines, and some of them not having power enough to drag the trains.

1408. Do you think that the engines are overloaded, so as to prevent their performing the journey in the time which might be expected?—I do.

1409. Is this frequently the case, or only occasionally?—Occasionally.

1410. Is it frequently the case?—No.

1411. How often should you say it does happen; once a month, or once a fortnight, or once a week, or how often?—Sometimes it happens two or three times a week; sometimes we go a whole week, and keep our time; with some engines we have had attached to the trains, we have kept our time during the week we have had those engines; and the next engines would not keep their time for the next week, or the next fortnight.

1412. Is it that the same engine varies in its power, according to circumstances, or that the engines are of very different power?—The engines vary in the course of time. An engine, when it first comes out, goes very well; but when it has been out a certain time, I think that it does not go so well as it did when it first came out.

1413. Mr. *Easthope.*] How do you account for that; what is the reason it does not go so well as it did?—I am no engineer, and cannot say.

1414. Viscount *Lowther.*] Are carriages loaded with goods attached to the mail?—Frequently, I think, since we opened.

1415. Was it upon those journeys that it lost time, principally?—We have upon those journeys, and on those where we had luggage.

1416. Were you guard to a mail before?—Yes.

1417. Of which mail?—I was on several, a short time.

1418. Does the railroad keep its time as well as a mail-coach?—No.

1419. Mr. *Hutton.*] Do you know the name of any particular engine that is generally late in its time?—The "Lynx" has kept its time.

1420. What engine has not kept its time?—I have had the "Saracen" when it has not kept its time, and I have had it when it has kept its time.

1421. Viscount *Lowther.*] Did it snow when your time was not kept?—Sometimes.

1422. *Chairman.*] Do you keep a time-bill?—Yes, every day.

1423. Have you brought any of them with you?—I have.

1424. Do you mark the name of the engine upon them?—Yes, I have, of late.

1425. Lord *Granville Somerset.*] What mails have you been on?—The London and Liverpool, for a fortnight.

1426. What were you on before that?—I was guard upon the Chester, and upon the Manchester and London.

1427. How long were you upon that?—I was upon the Manchester about a fortnight.

1428. Were you ever on any mail-coach a month?—Yes; I was on the Yarmouth Telegraph seven months.

1429. Did that keep its time better than the railroad?—Yes.

1430. At what period were you upon that?—From November to the beginning of the year.

1431. Did you go all the way from London to Yarmouth?—Yes.

1432. What do you call the Yarmouth Telegraph?—It takes the bags from Ipswich.

1433. Did you go from London with it?—Yes, the whole way.

1434. Mr. *Wallace.*] How many passengers does that coach carry?—When it had the mail it carried three less than when it had not; it carried four inside and eight outside.

1435. Viscount *Lowther.*] Were you in the employ of the Post-office, or of the proprietors?—The Post-office.

1436. Lord *Granville Somerset.*] How many miles per hour did you travel with that coach?—Eight.

[*The Witness produced several time-bills.*]

1437. Viscount *Lowther.*] What is your time for leaving Liverpool?—In the morning there are different periods; half-past six in the morning, that appears by that bill.

1438. Did you lose time on the day to which that bill refers?—Ten minutes; on the day to which the next refers, we lost six minutes.

1439. Does

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1439. Does this time-bill of the 28th of November show a loss of three hours? —Yes.

1440. The reason given is, "the engine very slow, and heavy train;" was that correct?—Yes.

1441. What was the particular cause of the delay on the railroad on that day? —It was a very heavy train.

1442. Was there any accident?—Yes; the engine failed, and left us between two stations, and we waited there till the second-class train from Liverpool came up; their engine drove us before them to the next station, and then got in front of us, and took us to Birmingham.

1443. Did she take both trains?—No; she left the train she was upon, in the same place, or at least upon the same line.

1444. What was the name of that engine?—It was not put down; the order has been given only lately to name the engine.

1445. On the 24th of February were you 60 minutes behind your time?—Yes.

1446. What was the occasion of the delay on that day?—The bars of the engine falling out caused the delay.

1447. *Chairman.*] When you saw that so great a weight was attached to the engine, that it was impossible the journey should be performed in due time, did you remonstrate on those occasions?—I have frequently spoken to the conductor, and said, "We never shall get in in time;" he said, "Well, he could not help it; that was his order, and he must obey it."

1448. Lord *G. Somerset.*] Did you ever report that answer to the Post-office? —I did not.

1449. Mr. *Greene.*] What was his order?—To take what was attached to the engine, I suppose.

1450. Mr. *Wallace.*] Did you ever see him decline taking anything, or did he take all which was offered?—No; I have seen them refuse some.

1451. What reason did they assign for refusing?—The engineer said he could not take any more; that they must not put any more on.

1452. *Chairman.*] Do you know whether there is any rule adhered to, that an engine is supposed to be capable of drawing a certain weight, and that no more than that weight is attached to it?—I believe they are capable of drawing a certain weight; but sometimes, for convenience, they put more to it than they should.

1453. Do you know whether the engineer lays down a certain rule of not attaching above a certain weight to a certain engine?—I do not.

1454. Mr. *Wallace.*] By the way-bill of the 2d of March, it appears that an engine, called the Alecto, failed at Hertford, and was obliged to wait for an engine from Warrington, to bring the train to Birmingham; did all that take place?—I believe so; it is not my report; I was not upon that train.

1455. Lord *Lowther.*] It appears by your bills, there are very few days in which the time was regularly kept; was that the case?—Yes.

1456. Mr. *Easthope.*] Were those bills picked out as being those for the journeys on which you were late?—Yes.

1457. *Chairman.*] Have the irregularity and delay been greater of late, since the hard frost, than they were before?—I do not know that it has; it has been attributed to the frost, and the slipperiness of the rails.

1458. Were not a greater quantity of goods sent by railway since the frost, in consequence of the impossibility of sending them by the canal?—Yes.

1459. Do not you think that part of the inconvenience which has been lately found to arise on the road is attributable to that cause?—I do, some little of it.

1460. Still, are you prepared to state to the Committee that a considerable inconvenience of the same kind took place before that time?—Yes.

1461. Lord *G. Somerset.*] What are your orders from the Post-office, are they in writing or verbal?—In writing.

1462. Can you produce a copy of them?—I cannot at the present moment; I have left them at Birmingham.

1463. Lord *Lowther.*] How many guards are there upon the railway?—There are four from Birmingham, and three from Liverpool to Birmingham, and two from Manchester to Warrington.

1464. Lord *G. Somerset.*] How many times do you go backwards and forwards

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wards in the course of the day?—We go from Birmingham to Liverpool or Manchester and back.

1465. Lord *Lowther.*] Do you go every day?—No; I go three days, and rest the fourth; but I have gone for six days, and rested the seventh.

1466. Lord *G. Somerset.*] You go from Birmingham to Manchester and back again in the same day?—Yes, three days out of four; but if an express is wanted on any day I have to go with it.

1467. *Chairman.*] Do you know what is the average weight of the bags you take as guard?—I do not; they are very heavy in the morning.

1468. Is there any limit as to the weight you are obliged to take?—No, not that I am aware of.

1469. Mr. *Wallace.*] Is the weight ever taken at all?—It has been taken; they were at first weighed at every post-office; I have weighed them at Manchester.

1470. How much did they ever weigh to your knowledge?—I cannot say that; I have been obliged to unload the bags off the mail-coach; the springs have not been strong enough to bear them, on the Friday morning.

1471. Mr. *Easthope.*] When you have complained that the train was overloaded, did you ever hear the conductor make a complaint to anybody else?—No, I cannot say that I have.

1472. You never heard any fresh order given in consequence?—No.

Robert Stephenson, Esq., called in; and Examined.

R. Stephenson, Esq.

1473. *Chairman.*] YOU are the Engineer to the London and Birmingham Railway Company, are you not?—I am.

1474. In that capacity are you cognizant of the communications which have taken place between the company and the Post-office?—I have heard them generally spoken of, though not the minutiæ.

1475. Do you consider that in the present state of railway communication in this country it is matter of difficulty to make an arrangement, that shall be fair both to the public and to the railway companies, for the regulation of the transmission of letters?—It is rather difficult to lay down a principle, I think.

1476. Have you ever turned your attention to what, speaking generally, would be a fair and practical mode of conducting the Post-office correspondence of the country by means of railways?—I have thought a good deal about the subject since it was mentioned to me; but it is extremely difficult to lay down a scale of prices for the regulation of the different classes and times, owing to the fact that the Railway is under-paid for a great number of things, and must necessarily be well paid for some others; for instance, in heavy goods, coals, lime, and those things, I think the prices usually mentioned in our Acts of Parliament are too low; I do not know that they ought to be raised, for those things ought to be conveyed with great economy, or else they would not be able to convey them at all from one part of the country to the other; therefore, I conceive, on all light goods, such as measurement-goods, hazard-goods and letters, they must necessarily have what would appear, under ordinary circumstances, an inordinate price for those goods, in order to compensate for the low prices that are paid upon coal and lime and manure.

1477. Do not you think the correspondence of the country stands on rather a different footing from goods of any other kind?—I think it stands on precisely the same ground as parcels.

1478. Do you think it would be an unjust principle to start from, to endeavour to give a fair remuneration for transmitting the letters, without giving the company any exorbitant profit?—Inasmuch as they have all mentioned in their estimate of traffic and income a certain portion of them as to be derived from the carriage of letters, it would be hardly fair to ask them to convey them for a mere nominal sum.

1479. The question refers to a fair adequate sum for the transmission of those letters?—I conceive they ought to have a considerable profit on all things of that description, such as parcels; the expenses attendant on the establishment for conducting a business of that kind are very great.

1480. Mr. *Baring.*] When you speak of the expense of the establishment, you mean the expense necessary for receiving and distributing the parcels?—I mean that the office expenses of the delivery of the parcels form a very large item in the expense; but I allude to the police establishment, which is very great indeed on well-conducted railways.

1481. *Chairman.*]

1481. *Chairman.*] What additional expense would a railway company be liable to on account of carrying the mail?—I do not think they would be liable to any additional expense; we can calculate; for the same establishment would carry the mails as carried the parcels.

1482. The question does not suppose the railway company shall undertake the duty of sorting or distributing the letters, but merely that they shall allow the servants of the Post-office, on certain terms, to make use of their railway for those purposes?—If it were reduced to a mere matter of expense in conveying the mail from one part of the country to the other, that would be a very small sum indeed; if you reduce it to weight, which would be the only way of measuring it, it would be scarcely measurable.

1483. Do you think that, considering that the railway companies enjoy the privileges they possess by an Act of the Legislature, it would be unfair to require them to afford the use of their railway to the Post-office, for the conveyance of the correspondence of the country, at a rate that would amply recompense them for any expense they were put to, but should not do more?—Inasmuch as the proprietors were induced to enter upon those works on certain calculations, which calculations comprise a considerable item from the Post-office, I think they have a right to look to that.

1484. Lord *Lowther.*] In what prospectus did that ever appear?—In the London and Birmingham it was most distinctly stated.

1485. *Chairman.*] Has it not been stated by the directors of the London and Birmingham Railway Company to the Post-office, that they were willing and anxious to undertake the service of the Post-office on the principle referred to, of covering their own expenses, and obtaining a fair remuneration, but not of deriving to themselves any considerable profit?—I do not know what the directors may have stated; I am aware that they have proposed to carry the mail; I think I heard the price mentioned, but I do not recollect it.

1486. Mr. *Easthope.*] You said just now that you thought they ought to have a considerable profit; what do you consider a remuneration, and what do you consider a profit?—I mean the surplus above the expenses.

1487. Do you take in the expenses of the original construction, as well as the expenses of constant operations?—No, I do not; I think that those concerns ought to leave eight or ten per cent. profit on the aggregate outlay.

1488. Are the Committee to understand that you mean that they ought to have a considerable sum as a compensation for the expenses of the original construction?—No, I do not mean that; I mean that, supposing they spend a pound, they ought to have two pounds come in.

1489. When you speak of profit, do you mean an excess beyond the regular current expense?—Yes, I do.

1490. Lord *Granville Somerset.*] Is it your opinion that the Post-office should not call upon the company to carry their letters on better terms than they carry passengers or parcels, considering the Post-office as employing them for the transmission of parcels?—I do not think the company ought to object to carry the mail on the same terms on which they carry parcels.

1491. What you mean by your former answer is this, that you think the Post-office ought to contribute its fair quota for the expenses of the establishment, including watchmen, and so forth?—Just so.

1492. And that mere locomotive power is not the expense that ought to regulate the demand upon the Post-office?—Certainly not.

1493. It is that locomotive power to which you allude when you say that the cost is very trifling indeed, if that alone were to be paid by the Post-office?—Yes, that would be scarcely appreciable.

1494. You think that the Post-office ought to pay towards the general expense of the railroad establishment, and also somewhat towards the remuneration of the parties who advanced their money to that speculation?—Yes; and when I said if they spent 1 *l.* they ought to receive 2 *l.*, I merely stated that with a view to profit; but if I am asked what profit they should receive on parcels for individuals, I should say three or four hundred per cent.

1495. When you speak of profit, you speak of the cost of transmission of that individual parcel, and not the general outlay of the railway company?—Yes.

1496. Viscount *Lowther.*] If the Post-office require additional conveyance, such as special trains, do you think you are bound to ask a corresponding price for the railway company?—If the periods fixed by the Post-office for the

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departure of trains from place to place do not fall in with those arrangements which are requisite for public convenience for the conveyance of passengers, a great inconvenience would result from that; and I hardly think they would then be remunerated by any price.

1497. Would the mail travelling at night be attended with a great additional expense?—I think very little: if the general traffic of the railway is to be carried on by night as well as by day, then we require a double establishment of police, a double establishment of porters and clerks along the line, and it becomes very much increased; and along very long railways, my opinion is, that they must necessarily have that double establishment.

1498. Do you speak of a railway of 100 miles as a long railway?—I look upon the London and Birmingham and the Grand Junction as continuous trains; I cannot conceive that the traffic can be carried on between London and the West of England entirely by day.

1499. Mr. *Baring.*] You are understood to mean that the large heavy goods, such as are carried on railroads, do not pay fairly their share of expense?—They do not.

1500. Therefore you charge upon the parcels beyond what is a fair price for such a parcel, in order to make up the loss?—Yes.

1501. From what you now say, you think that the letters should pay according to the same proportions?—On the same scale.

1502. Then letters, you think, should pay beyond what would be a fair charge, for the purpose of letting the heavier goods go at a lower rate than would be actually their proportion?—I put the letters and parcels on the same footing; I see no reason why they should be regulated differently.

1503. Why should heavier and lighter goods be put upon a different footing; upon what grounds are coals and lime put upon a lower footing?—If a material is a low-priced material it will not bear conveyance from one part of the country to the other, unless it goes at very low tolls; therefore, in all the old Canal Acts, those things required for agricultural purposes, and the community at large, lime and coal, and manure, are put down at a rate which is not remunerating.

1504. Upon the grounds of public policy?—Yes.

1505. Do you not think the same ground of public policy extends to the correspondence of the country?—I think it does not extend to that generally.

1506. Lord *Granville Somerset.*] The small amount of remuneration for carrying lime and coal, and heavy articles of that description, are rather matters which are local than of public policy?—They are local, it is true.

1507. Has not the principle been sanctioned universally before the Committees for Railroads, that there should be a very small price fixed on articles of that description?—That is the principle, and that always has been acted on.

1508. Is it not by way of encouragement to persons through whose lands railroads have been carried, that articles of that great bulk should not be charged so highly as other articles?—That is my impression.

1509. And the capital has been laid down on that understanding?—Yes.

1510. Was the price specified for those articles lower than what you should say it was required to be for other articles of the description of letters and parcels, and so forth?—Yes.

1511. Mr. *Hutton.*] Do you think if a company, or any private individual, were to say, "Carrier, I shall have a number of parcels to send every day, amounting to two, three, or four cwt., and they shall go regularly, without intermission, and without trouble; they shall be sent to you at a particular hour;" that person ought not to make a more advantageous bargain with the company than an individual who has only a casual parcel to send?—I believe they have no power to do so by their Act.

1512. Supposing a manufacturing establishment here should require that accommodation from the railway company, ought they not to expect it to be done on better terms than a person having a casual parcel to send?—I admit it is rather a peculiar basis to put the question upon.

1513. What is your opinion in that case?—I think, in the abstract, it ought to be at a lower rate.

1514. Have the goodness to point out the difference between the railroad, as a conveyor of parcels, and the case put?—It is a large public establishment. I do not look upon it in the same light as a private individual or merchant.

1515. *Chairman.*]

1515. *Chairman.*] Do you think the circumstance of their being a public establishment is a reason for their paying more or less?—I think that is a reason why that establishment, which is a public one, should pay less than the private persons sending their parcels.

1516. Lord *Granville Somerset.*] Suppose this public establishment insisted upon your going under all circumstances, and having special trains ready at all times, would that make a difference in your answer?—I should never recommend the directors to agree to such a proposition, for I do not think it possible for them to carry it into effect.

1517. *Chairman.*] You mean special trains?—Yes; if they are to be introduced on the London Railway, and the Grand Junction Railway, it implies a system which is to be carried into operation in both companies in a way that will endanger the public.

1518. What do you mean by special trains?—The Post-office want to have a train sent at eight in the morning, perhaps at half-past four, or any other hour in the day, or any hour in the night; that is what I understand by special trains.

1519. Do you mean a train sent by the Post-office without notice?—No; if they insist on the railway company, every day or night, having a train ready to start, that may interfere with all our arrangements, both as regards our passengers, and also merchandize, in all human probability; in the night especially it would interfere with our arrangements in such a way as almost to prohibit our carrying goods at night, if any special train were required at night.

1520. Mr. *Wallace.*] Do you mean that the Post-office must alter its hours to the hour when trains go with passengers along the railway?—No, I should hardly go so far as that; but I think there might be an equitable arrangement between both parties, which would be practicable.

1521. Do you mean that the Post-office shall not send a train with mails, except along with a train carrying passengers for the company?—I think not; I think if the Post-office have to pay the cost, they will be paying more than they expected.

1522. Putting the cost out of the question, are you of opinion that the Post-office should not have the power of sending mails at any hours but those the company fix for taking passengers?—I think it is quite possible for the company to arrange that the Post-office shall have the power of doing so; it must depend upon the hour fixed by the Post-office, and the number of trains per diem.

1523. Lord *Granville Somerset.*] What is your idea of the advantage to the company, supposing the Post-office says, "We will employ you every day at such and such times, but if our correspondence should not arrive at that time, we must put off sending till that time;" what is your idea as to remuneration to the company under those circumstances?—That would be a very serious question; I am not prepared to state the amount.

1524. *Chairman.*] Do you think it would be a correct principle that the Post-office shall lay down all the conditions which the service required, and that if in any case the Post-office and the company shall not agree upon the terms on which that service shall be performed, it shall be referred to suitable arbitrators, and they shall decide the price, the conditions having been previously agreed?—I think the principle is apparently a just one, if the arbitrators are sufficiently well acquainted with the subject.

1525. You think that it resolves itself into a question of price?—No, not the sending away special trains at any time they might require; that would interfere with the regular systematic communication between London and Birmingham, and more distant places; I anticipate the difficulty would be very much increased by the trains having to pass from one railway to another, from the Birmingham into the Grand Junction, for instance, if the Grand Junction arrangements are made independently of ours, as far as their times are concerned.

1526. Lord *Granville Somerset.*] Is it not difficult to state a fair price on all railroads generally, even supposing you state a fair price on one?—It is very difficult to state the price for any particular class of goods.

1527. Supposing it were laid down that such and such terms, and such and such remuneration for the service performed, were sufficient, with regard to the Grand Junction Railway, do you conceive that remuneration would be sufficient or an equitable remuneration, in regard to the Great Western Railway, for instance?—I apprehend on all such great lines the approximation would be very great, almost identical I should say.

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1528. You think there could be no difficulty in that respect?—I think not.

1529. With regard to the lines in communication with each other, where danger to each might result from the communication, would it be practicable to make arrangements which should bind the different parties in reference to that which must depend very much upon the conduct of each?—It would, certainly.

1530. Would it be easy to make an equitable arrangement under such circumstances?—I think it would in a variety of such cases.

1531. *Chairman.*] Do you think that if the space and weight required by the Post-office were a determinate quantity, and the company were compelled to provide for the conveyance of the mail at the same rate at which it would give that space and weight to the public, that would be a reasonable principle to act on?—Yes, if you take as a datum the space occupied by parcels.

1532. Suppose you take as a datum the space occupied by passengers and luggage?—That comes to the same answer I have before given; you cannot determine the price paid by one class of goods by the price for another; there is a difference which has been established by usage; and I apprehend, as far as the public is concerned, the ratio between the prices paid for parcels and that paid for other classes of goods are very equitably arranged now.

1533. It was stated to this Committee by the chairman of the directors of the Birmingham Railway Company, "In all our correspondence with the Post-office, we have even gone the length of saying, we do not seek a profit, we only want a fair remuneration for the possible cost of the service done; we do not even seek a profit on it." Do you agree with the chairman in thinking that is a just and proper principle for a railway company to act on?—I think that is a more liberal principle than I should be inclined to act upon myself.

1534. Lord *Granville Somerset.*] How do you construe that declaration?—I should say the chairman decidedly meant the expense of the whole establishment, not merely the expense of the locomotive power.

1535. Do you think that excludes a fair consideration of the rate of interest on the money expended?—I should say so.

1536. That you think is not quite fair?—I think not.

1537. Mr. *Easthope.*] Are you aware that mail-coaches look to the conveyance of parcels as one of their great sources of revenue?—I know that, and I argue in the same way, that the railway company ought not to carry parcels without being well paid; they ought to look to the parcels carried sometimes for the main part of their profit.

1538. Do they not carry the mails at a much less rate of profit than they carry parcels?—I cannot say that of my own knowledge; but I am almost certain they do.

1539. Can you imagine any other plan of adjusting any differences that may arise between the Post-office and the different railway companies, that would be more equitable than a well-arranged system of arbitration?—No; I think that is the fairest principle that suggests itself to my mind.

1540. Do you think that in the present state of railway concerns there is that want of experience and want of knowledge at the present time, from the unfinished state of railroads, that would render it dangerous to the public convenience to make any positive legislative rule?—I think it might prove very inconvenient, and would soon call, I believe, most imperatively for an alteration.

1541. If that is your opinion, do you consider that the best way to meet the whole question, with all its difficulties, would be by an equitable arrangement of arbitration?—That seems to me at this moment to be the fairest way.

1542. Do you think that the companies would object, or have you had any conversation that would lead you to form an opinion that the company would be glad to come into an arrangement of that kind with the Post-office, to submit all questions that may arise to a well-digested system of arbitration?—I have not had any conversation with our directors upon it; but it appears to me to be founded on so broad a basis, they can hardly object to it.

1543. Do you think they ought to object to it, and if they do object to it, do you not think it ought to be imperative upon them?—I should be inclined to say that I think so.

1544. Mr. *Wallace.*] Have you turned your attention much to the question you have just answered?—Yes, I have a good deal.

1545. Have

1545. Have you given so much attention to it as to be prepared to put your opinion in opposition to the opinion of a Committee of the House of Commons, who have had an opportunity of hearing all the evidence in a matter of this kind?—It would be egotistical in me to place my opinion on such a level; but I should say thus far, that I do not care what evidence has been given before this Committee on the subject of special trains, I am quite sure that cannot be carried on; it is quite impracticable.

1546. Lord *G. Somerset.*] In what way do you think the arbitration ought to proceed, that it ought to proceed on a view of the necessity of the service being referred to arbitrators, or that the Post-office should lay down what they intend, and that the company should be obliged to conform to it; and that then the arbitration should be simply as to the remuneration to be given for the performance?—Certainly not as to the cost alone.

1547. You consider that the arbitration should be founded on the principle that the arbitrators were to determine as to the manner in which the service should be performed, as well as the price?—Certainly; it should involve everything.

1548. Mr. *Easthope.*] You would consider it essential that the question whether it was consistent with the public convenience, should be an element in the question referred to arbitration?—Yes.

1549. Mr. *Baring.*] You would leave it to the decision of the arbitrators to decide at what time the post should start?—Yes, I think I would; I would leave the whole question open to them.

1550. Whether there should be a post, or whether there should be no post at all?—No; I do not know that that question should be put, whether the post should start at all.

1551. Then how do you mean, that you would leave the whole question open to them?—Then I should leave it to the arbitrators whether they would stop the post. I should not be apprehensive that they would stop the post.

1552. You are distinctly of opinion that the system of special trains cannot exist in a railway?—That is my own individual theory; that it cannot, in the continued system we are every day approaching to.

1553. You are well aware of the times at which the Post-office wished the trains to run on the Birmingham Railway?—I have heard them mentioned; but I do not remember them at this moment. I apprehend there will be very little difference of opinion between the Post-office and the directors on the evening and morning mails.

1554. Do you know the fact, that the times which were originally proposed by the company perfectly agreed with those of the Post-office for the times of the day-mail?—I believe they did.

1555. And that subsequently an alteration took place?—Yes, so I have heard.

1556. For the convenience of passengers, and the communication with the stage-coaches, as that is much more likely to bring money into the pockets of the proprietors?—Yes.

1557. Do you mean to say that a special train starting, it is impossible to give the time first fixed on by the railway directors, if insisted upon by the Post-office, without deranging the whole system?—If their general trade or business demanded other trains at other periods of time, the special trains alluded to might produce great inconvenience by interrupting the general business of the company very much.

1558. In that case you would postpone the Post-office to the time when the trains started for the benefit of the company?—I should think it worth while to postpone the business of the Post-office for half an hour or an hour, rather than interfere with or prejudice the whole system of the railway communication.

1559. Do you mean if it was merely postponed half an hour or an hour?—I am not acquainted with those particular facts; as engineer of the company, I am not privy to all their special arrangements; I heard the times mentioned, but forget them.

1560. Were not you consulted about those arrangements; it is not a trifle whether the correspondence of the whole country is to be disjointed; are you not aware of the times proposed for the morning mails?—I do not recollect them; as engineer to the company, the directing of the trains forms no part of my duty; I have nothing to do with that; if my opinion is asked about the departure of the

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trains, it is merely in a casual way; there are some circumstances which call, of course, for a special opinion; but in a general way I have nothing to do with the trains.

1561. Your opinion is, that if it is a question between the conveyance of the letters, and the conveyance of luggage and passengers, the conveyance of the letters must give way to the arrangement for the conveyance of luggage and passengers?—No, I do not put it so; but that both ought to give way a little. If there were special trains at particular hours of the day, those special trains might prejudice the whole trade of the company to a greater extent than the delay of half an hour for the letters, especially when we are going at the rate of 30 miles an hour, or something like that, it could be of very little consequence.

1562. Is it not the case that that delay of half an hour may overset the whole distribution of the letters?—I think that if it is considered as of great importance, the Post-office is much more likely to have delays by insisting on the railway companies sending away special trains at inconvenient hours; that that will accomplish the very thing the Post-office are desirous to avoid.

1563. Mr. *Wallace.*] It is in evidence before this Committee that the directors of the London and Birmingham Railway have referred to you, as their engineer, to say whether or not the trains which the Post-office have required shall be taken at the hours they have fixed, or shall not be taken. Is it in your recollection that such a reference to you was made?—Decidedly; and I wrote a special report upon it; but it was not couched in those words. My opinion was asked whether the railway between London and Denbigh-hall would be fit, or when it would be fit, for night travelling with safety; and I stated, I think, that I conceived it would be fit for night travelling in about a couple of months, or three months, after it was opened. There are in that district a great number of embankments newly made, that are subsiding most rapidly. I could quote a case which took place the other day at Watford, near the Colne embankment; nearly 100 yards of our railway went down about six feet; there is only one line of railway can be carried over that valley at this moment; the subsidence has very fortunately took place from the middle of the embankment; one of the lines subsided, the other did not. If both had subsided, the railway must have been inevitably stopped, and that, perhaps, for three or four days; but the subsidence took place at the centre; the one line sunk, the other remained nearly at its level; the engines from London cannot go upon their own line of railway, but must change and pass over to the upper line of the road.

1564. The evidence given here was to the effect, that you had at first reported that night travelling by the mails would be safe, but since that you reported that you considered it would be unsafe to convey the mails at night from London to Birmingham?—My report was very special, and I particularly alluded to a month or two after the railway was opened. I want the summer to be a little advanced, and the embankments to have subsided, until we might depend upon the rails remaining for a night, or for a number of hours, without any material change taking place; but at present I cannot answer for the rails remaining all night in the same situation. I should answer, with regard to the practicability, or impracticability, of carrying the mails at night, that it appears quite practicable.

1565. With safety?—Yes, with safety.

1566. The evidence alluded to refers chiefly to that part of the railway nearest to Birmingham?—It applied equally to that portion of the railway between London and Fenny Stratford; my report applied to both portions of the line; they have both very high embankments, and some of the embankments composed of very bad material.

1567. Are not the embankments on the western portion of the railway the worst?—No, this end is the worst, decidedly.

1568. Mr. *Greene.*] What is the state of the embankment at Wolverton?—Wolverton is nearly closed, but it will go on subsiding for two years, perhaps.

1569. Mr. *Wallace.*] The railway is to be opened generally for passengers by railway conveyance, and by coaches, on the 26th of this month, is it not?—Yes, I think it will be ready by about that time.

1570. Have any post advertisements appeared of that?—No, not at present.

1571. Do you contemplate any night-trains from that time?—I have reported decidedly against them for two or three months after it is opened.

1572. Can you then provide night-trains for the whole line?—There is an interval of about 25 miles which must be filled up with coaches.

1573. The mails may be sent from London, and taken up at the end of the first division of the railway by mail-coaches, then taken forward to where the rails begin again, and so set down at the end of the Grand Junction Railway?—Just so; and in three months after we open I think that will be practicable during the night.

1574. And safe?—Yes.

1575. Mr. *Greene.*] When you speak of the night, do you feel that there is any objection to carrying the mails from your station in London to Denbigh-hall after six o'clock at night?—No, I do not know that there is any; but these late hours employ almost the whole of our establishment; the night-trains entailing more expense than the day.

1576. You are aware that for the departure of the mails eight o'clock in the evening is the most convenient hour; do you think there will be any positive objection to the conveyance of the mails from the time your railway opens to Denbigh-hall?—From three months after that time I think not; I think I shall recommend the directors to adopt that hour; a little earlier would be more convenient; we should arrive at Rugby, where the mails commence again, at half-past two in the morning, which is just as bad as travelling by night.

1577. Mr. *Wallace.*] What length of time do you allow for performing it throughout, including the coaching part?—I think eight hours, or eight hours and a half.

1578. At what rate upon the rails?—I recommended, in the first instance, they should not exceed 20 miles an hour.

1579. It is in evidence that 22½ miles, including stoppages, is the rate agreed to?—Yes; but that alludes only to the line when entirely opened, and the traffic in full operation; I do not think it would be safe upon the piece of railway we are now about to open to average that speed in the first instance; I think, in the course of the summer, it will become practicable and safe, but at present I think there would be some serious accidents in going at that rate.

1580. Mr. *Baring.*] Do you know at what rate the time-bill given in to the Post-office was calculated?—I do not.

1581. Mr. *Easthope.*] You stated that you thought there ought to be a little giving way on the part of both the Post-office and the railway directors?—Yes; that they ought to meet in their arrangements as far as practicable.

1582. You are aware that now there is no giving way on the part of the Post-office; that the time is definite; and that everything is made to give way to the Post-office?—I have not heard that.

1583. The time is fixed by the Post-office?—Yes, that is imperative, I believe.

1584. You do not mean by giving way, any further giving way than that which is requisite to secure the public against danger?—No; I mean that they should give way so that the company should not be driven to unnecessary expense and great inconvenience by delay of the trains.

1585. If the Post-office were to say, we require that the mails shall start at a certain hour, would not the company be able to say, that will occasion us a great expense, and would not the arbitrators very reasonably take that into account?—Yes; I think that the company would be competent to prove to the arbitrators that there would be a very great inconvenience attending it.

1586. Would it be desirable that no other element should come into view than that which is necessary to the public safety?—No; I think it would be hardly fair to the railway company to give way to such an extent.

1587. *Chairman.*] Is there not a sacrifice which should be demanded of them, and which could be taken into consideration by the arbitrators?—Inasmuch as the arbitrators would be in a situation to appreciate the absolute impracticability of working the line in the way suggested by the Post-office, of course they would be the proper tribunal.

1588. Mr. *Easthope.*] How do you consider it impracticable?—I call any scheme which involves a great danger of collision or interference with the trains on the line impracticable, for it would not be proper that the public should be subject to them.

1589. *Chairman.*] Would not the very great increase of price the Post-office would have to pay, if they endeavoured to enforce unreasonable conditions on the company, be sufficient to prevent the Post-office department from exacting

any such conditions?—I speak of an arbitration founded on evidence; the company would be competent to prove the great expense they were at.

1590. Should you object to the Post-office having the power to fix the conditions, the price alone being referred to the arbitrators, if provision were made against the Post-office requiring the company to execute any service which might endanger the safety of the public?—Not the price alone, because, as I said before, it is not the price alone, but it is whether the trade shall be carried on with regularity or irregularity.

1591. Supposing the Post-office to require a service of the railway company which disturbed the arrangement of the whole system, and consequently inflicted a great pecuniary loss upon the company, do you think that would be estimated and allowed for by the arbitrators?—It would be, of course, for the company to prove what that inconvenience or danger was.

1592. Do you think the Post-office would for any slight cause do such a thing, when they would have to pay the railway company an enormous sum for doing it?—I think that would be a great protection against their doing it, certainly.

1593. Mr. *Wallace.*] Suppose a contract made between the Post-office and the London and Birmingham Railway Company for the performance of the distance between London and Birmingham within a certain time, should you have any fear of the company being unable to perform that precisely within the time they contracted for?—No; of course they would exercise their judgment whether the time mentioned was practicable or not; I conceive it is practicable to convey the mails at the rate of 22½ or 25 miles along our line.

1594. You are quite confident of the locomotive power?—Yes; I believe that those engines are not so perfect as they will be shortly; all the delays on the railways up to this time have arisen from the imperfection of those machines in some small details, and the companies having commenced generally with an insufficient supply of engines; that is one of the chief causes, in my opinion, of the irregularities on all new railways.

1595. You state that it would be extremely inconvenient, if not impracticable, for the Post-office to be accommodated with special trains; is it your opinion that it would never do to permit the Post-office to require a greater speed to be performed than the best speed at which passengers are accommodated?—It would be almost impossible to permit a different speed; suppose a train has left London half an hour, and they are conveyed at the rate of 22½ miles an hour, there follows after that another train at the rate of 25 miles an hour, they would overtake the first before they arrived at Birmingham, unless it were so adjusted that it might just have reached before the other came up; all these arrangements can be appreciated accurately solely by the officers of the railway company; the Post-office might call for a special train being sent away at half-past ten, when the railway company had sent away one at a quarter-past nine.

1596. You think that the Post-office must endeavour to accommodate itself so far to the trains, as to be content with the speed of the best class of passengers' trains?—I think so; I think the chance of accident is almost in a similar ratio to the number of engines or trains passing during the same time; if the Post-office trains are to be separated from the others, such a number of special trains being sent, we know that that increases the ratio of accidents on the line.

1597. The object of the Post-office being to obtain the greatest speed that would be consistent with safety and punctuality, would not that be accomplished by requiring that the engines should not be so loaded as to prevent their performing the journey within the time?—The limit to the speed the engines would run would be 35 miles an hour; but I do not know that it would be safe to push them faster than at present; the company have made a contract for a certain speed, to run 22½ miles, or I think they may go 25 miles an hour.

1598. With whom have they made that contract?—Mr. Bury, of Liverpool.

1599. *Chairman.*] Do you think it would be safe for the Post-office to run its own engines?—The very same objection would apply; it is a division of establishment into two powers; there is a very great difficulty now whenever two companies come into contact with each other in making their arrangements; there is great difficulty in adjusting the measures between them; the same would apply between the Post-office and any other company.

1600. Do you consider that a railway company has practically a monopoly of that railway, as against the rest of the world?—No, I think not.

1601. Why

1601. Why not?—The fact is otherwise upon the Liverpool and Manchester; for engines belonging to different parties, coach proprietors and others, run upon the Liverpool and Manchester line.

1602. How many different parties?—I should think four or five parties.

1603. Is that found to be inconvenient?—It is; I believe it requires very nice adjustment.

1604. Lord *Granville Somerset.*] All those different parties are under the control of the company, are they not?—They are all subject to their bye-laws.

1605. Those bye-laws may be so stringent as to place all other parties under the immediate control of the company, may they not?—Yes, they are.

1606. Mr. *Baring.*] You know them to be so stringent?—Yes.

1607. Lord *Granville Somerset.*] There is no power of arrangement as to time left in the parties acting upon them with their own capital?—There is no case of that kind.

1608. It is not a matter of competition?—It is not.

1609. There are not the elements of free competition belonging to it, such as starting when they please, and going what pace they please?—No, there is not any element of that kind in it, nor do I think that it can exist.

1610. Mr. *Baring.*] How did the bye-laws interfere with it?—As to the times of departure with the trains.

1611. What is the nature of the bye-laws?—They are obliged to have engines of particular weight or construction; accordingly they have a power, if a party brings on an engine of a particular construction, to discharge it; if he brings on a carriage of a particular description they may discharge that, and they may regulate his speed; the limits he has are very small indeed; he must run at the speed agreed by the company, or thereabouts.

1612. Have the company the power of insisting they shall not start at certain times?—Yes; they confine them to start at certain times, or if they allow any latitude in starting, that is always subject to the consent of the officer on the station.

1613. Mr. *Easthope.*] Do you conceive that those stringent bye-laws are essential for the prevention of accidents?—I think, even strict as they are, they have not been found quite sufficient to prevent accidents.

1614. You think that they are essential for the prevention of accidents?—Yes, I think they are essential to prevent accidents.

1615. Without reference to profit?—Yes.

1616. You state that you have Mr. Bury's engines on the London and Birmingham road; are they of a different construction from the engines generally made?—They are made on the same general construction as those first used on the Liverpool and Manchester line, but not the same as they are now using; not only on the Liverpool and Manchester, but on the Grand Junction and other railways, they prefer engines with six wheels; these have four.

1617. In the present state of your information, is there practical evidence in favour of those engines as compared with others?—Not that I am aware of.

1618. On all the information you have got, which engine are you inclined to think is preferable?—I think an engine placed on six wheels is much safer.

1619. Why safer?—It will be very obvious, I suppose, if an axle break, or one of the wheels break, in a four-wheeled engine, it must come down, but in a six-wheeled engine one axle may break, and yet the engine not come down.

1620. You consider that those four-wheeled engines are most liable to accidents?—That is my opinion; but there is a difference of opinion in the profession.

1621. In the present state of your information, does not it seem that that is not matter of fact, but matter of opinion?—I believe it to be an absolute matter of fact; but there is a difference of opinion: I believe the engineers in general are of opinion in favour of six wheels.

1622. Mr. *Wallace.*] You allude to the advantages which have been obtained by railway companies from Parliament, and the conveniences they were in return to give to the public; is it in evidence at all that the railway companies can make bye-laws which may prevent the public using the railways?—I am not aware of that being in evidence.

1623. They have made bye-laws?—Yes.

1624. Do they make them under their Act of Parliament?—Certainly.

 1625. They

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1625. They have a right, by their Act, to make bye-laws?—Yes, unquestionably.

1626. Without discriminating the nature of those bye-laws?—There are some restrictions, I believe, as to the extent of the bye-laws in all the railway bills; there is a certain limitation put on the power of the directors for enacting bye-laws, describing them in very general terms.

1627. Mr. *Baring.*] Upon the first proposal of the Post-office, the directors of the Birmingham and London Railway Company declined to carry the mail at all during the night, did they not?—Yes, I believe they did, on my recommendation.

1628. Subsequent to that they agreed to carrying the mail by night?—The directors put it to me afterwards.

1629. Do not you know that they made a communication to the Post-office agreeing to carrying the mail by night?—I am not aware of their having acceded.

1630. Are you not aware of their having made a communication to the Post-office, that they would carry the mail by night, but they would carry no passengers?—Yes, they said it was extremely important that they should carry the mails at night.

1631. Did they make that communication?—Yes, they asked me whether they might do it; I said, No, you may take the mails at night at a moderate speed, say about 15 miles an hour, and accomplish that, perhaps, with little danger; but I protest against your carrying passengers at night until three months after our railway is opened.

1632. That was in consequence of that communication the offer was made to the Post-office to carry merely the bags?—Yes.

1633. And parcels and packages, but not passengers?—Yes.

1634. What is the latest time for your last railway-train starting from London?—Five o'clock.

1635. What time do they expect to get down to Rugby?—I know nothing of the arrangement proposed, except they are to keep clear of night travelling.

1636. How many hours are you in getting down to Rugby from London?—About six hours, I suppose.

1637. You start at five?—Yes.

1638. You have not opened to Rugby?—No; our last train at present is five o'clock; what the arrangements of the directors are as to the trains on our opening on the 26th I am not acquainted with.

1639. Are you not aware they mean to carry on their five o'clock train to Rugby?—No, I am not; I think it is very likely; but I do not think they will carry passengers; perhaps they may carry parcels.

1640. Are you not aware that the Post-office allege, that as you will go part of the night in the dark, they cannot see any reason why you cannot travel in the night for them also?—I am not privy to the correspondence; I am not aware of what has passed upon that subject.

1641. Lord *Granville Somerset.*] One of your great objections to travelling late at night is the impossibility of repairing the road?—Yes.

1642. You want a space of time for the repairs to be allowed for the doing it, particularly at the opening of a new line?—Yes.

1643. Mr. *Baring.*] It is equally objectionable for the mail-trains, whether it carries passengers or not?—Yes, but I urged the danger.

1644. Lord *Granville Somerset.*] Do you anticipate that, on the 25th of June, it will be safe for trains to leave London at eight, or half-past eight or nine, to go as far as the railroad is open?—Yes, that is my opinion.

1645. You will have no objection to the railway company contracting with the Post-office to carry the mails from the 25th of June, so far as it is opened?—No; my present impression is that, previous to that date, we shall be able to travel at night with impunity.

1646. That must depend upon the weather?—Yes; if we have a fine spring, I hope it will be earlier.

1647. But taking all contingencies, you think that, by the 25th of June, you shall be able to report to the directors that they may carry the mails at night with impunity?—Yes, I am quite positive they may by that time.

1648. When you say at night, do you mean taking twelve o'clock at night instead

instead of nine?—That is a point I have not thought of; I think that would be practicable.

1649. Do you think it would be safe to send off a railroad train at 12 o'clock at night, and that the railroad would be in a condition to do that safely?—Yes; I think it would imply the necessity of keeping the watchmen on all night.

1650. Mr. *Baring.*] At what time does your five o'clock train get to Tring now?—It may go in an hour and forty minutes.

1651. Mr. *Wallace.*] Can you state the hours at which it is intended to start trains, and the times of their arrival at Birmingham, after the 26th instant?—No, I am not aware that they are finally fixed; I should think not.

1652. Do you know how many they intend to start each day?—I think they spoke of three each way in the mornings, and three each way in the evenings.

1653. Do you not recollect the hours?—I never heard them mentioned; I have heard of some discussion with Mr. Chaplin as to the most convenient hours for leaving London; it was proposed to leave London at six o'clock in the morning with one train, and Mr. Chaplin said at six o'clock you will not get the London passengers to get up; that it was too early to start.

1654. Mr. *Baring.*] Your hours have been fixed with reference to the times in which it would be most convenient to take passengers?—That is the principle, decidedly.

1655. Lord *Granville Somerset.*] Are you cognizant of the orders given upon the Grand Junction Railroad to the engineers?—Not at all; I have nothing to do with that railway.

1656. Have you had reference to the orders given to the engineers on the Birmingham and London Railway?—I am aware of them, but they are more immediately under the direction of the contractor, Mr. Bury, under whose control the locomotive engine department is now.

1657. How long has he had that contract?—He entered into the contract previous to its opening.

1658. You are not at all aware of the orders given to their engineers as to the amount of load they may attach to the train?—That may be increased without impeding the velocity of the engine, for they generally run below their power, so that three or four carriages may be attached with impunity.

1659. Have you any report to make of the power and the weight?—Very particularly; those matters are stated in the London and Birmingham return; the time, the number of passengers, and the number of coaches; the time is put down at each station as it passes along.

1660. Is any observation expected or made by the engineers, as far as you are aware, with regard to the power of different engines?—No.

1661. Or if they failed in point of time, what is the cause of the accident?—If they fail in point of time, it is owing to the engines being too few in number, and their being obliged to work them when they want repair.

1662. Is that noticed by the engineer?—I think not; but the superintendent at the end of the line examines them, and if he finds that they are not fit to go out again he orders them into the repairing shop, and orders another out; but sometimes the number is insufficient to keep up that system, so that an engine which is imperfect is sent out again.

1663. Knowingly?—Yes, from necessity.

1664. Has not the number of passengers conveyed by your trains sometimes been very large?—Yes; in the outset, when the number of passengers was very great on the London and Birmingham Railway, we have had trains of 15 to 20, and 25 coaches. I remonstrated with the parties concerned, and urged that they should be limited, for that the engineer might run some risk if he attempted to get on with his train; that he might raise the steam beyond the safe power.

1665. Mr. *Wallace.*] How many in each coach?—The coaches hold 18 inside, and the second-class coaches from 25 to 30; they are all covered with an awning.

1666. Then the engineers have, at one time, overdone the power of their engines, and you remonstrated?—Yes, they exceeded what I thought desirable.

1667. Do you know what the orders now are?—I believe the trains are now limited to a very moderate amount; the largest trains are six coaches, and the engines are competent to run well, certainly, with eight coaches.

1668. There is a margin of two coaches?—Yes.

1669. Supposing at certain times an engine is capable of dragging eight coaches, are there not periods when that same engine would not be competent to

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drag so many with proper speed?—Those must be very singular instances; for instance, when the wheels are in a greasy state with a certain quantity of mud and dew mixed, then the speed of the engine is very much limited; but there are very few instances of that.

1670. You are aware that the railroad communication between Birmingham and Liverpool has been very unequal in point of time?—I understand it has.

1671. Has your attention been directed to the causes of that?—I believe it is mainly attributable to the small number, and the insufficiency in the power, of the engines.

1672. They have employed engines which are not capable of dragging the loads they have been called upon to drag?—I apprehend they were all nearly equal, in the first instance, but the engineer of that railroad is present.

1673. Mr. *Wallace.*] Does the contractor for the locomotive-power engine engage for a certain fixed pace within the hour?—Yes.

1674. Does it perform the distance regularly to the time?—Very regularly upon our line.

1675. Lord *Seymour.*] When you open the communication between London and Denbigh-hall, and from Rugby to Birmingham, how many engines shall you require to do the work between London and Denbigh-hall?—I should say four engines at each end ought to do the work.

1676. For how many journies in the day?—I am taking it three trains each way, morning and evening, that is six trains a day from London, and six from the other end.

1677. You think eight engines will be sufficient to do that?—Yes; eight in action; but we shall require, perhaps, eight at stations on the line to meet accidents.

1678. How many engines must you have in the district?—I should say three other engines, in a state ready to be applied, would be sufficient.

1679. Eleven engines would be sufficient for the work, and for allowing a certain number of them to be under repair?—No, not including those under repair; three would require to be kept, with the steam always up and ready at a moment's call.

1680. Estimating the casualties that would arise or not, how many engines do you think it would be necessary to keep for the performance of that?—Reckoning the number in operation at eight, I think the number kept should be 16: the number should be double that in active operation; I think that is the smallest calculation we can make.

1681. Are all your engines of the same power?—They are all of the same power on the London and Birmingham line; generally speaking, they will approximate very nearly to each other.

1682. What weight are they calculated to draw?—Our engines would be equal to 30 or 35 tons at 30 miles an hour on a level, or 100 tons at 20 miles an hour.

1683. Is that found to be the sized engine which it is most advantageous to work on a railroad?—It depends on circumstances; some railways would require more powerful engines than others; almost every railway would require a different consideration on that point.

Joseph Locke, Esq., called in; and Examined.

J. Locke, Esq.

1684. *Chairman.*] ARE you aware of the delays which have taken place in the transmission of the mails upon the Grand Junction Railway?—Yes, I am, of a great many of them.

1685. Have the goodness to state to the Committee to what you conceive those delays to be generally attributable?—They are generally attributable to the want of a sufficient number of engines.

1686. You think if there were a sufficient number of engines, the service could be executed with great regularity?—Perhaps never with perfect regularity, but with greater regularity than we have at present.

1687. What would be the impediments to perfect regularity in case of a proper supply of good engines being afforded?—Accidents only; we are always liable to those; and whenever we have an accident, we generally have detention.

1688. Is that not a considerable disturbing cause?—Yes; but with a good engine, if we have power to spare, we can make up for that; and with good engines

engines that is generally the case. The state of the rails must be taken into consideration: when the rails are slippery the power of the engine cannot move the load; that is an exception to the rule I have stated before.

1689. Has your attention ever been directed to what you conceive would be a proper and fair system for the Post-office or the railway companies to act upon with respect to the transmission of the mails?—I think a fair and equitable principle would be to refer the question to arbitration.

1690. By the question, do you mean the question of price, or the question of the nature of the service and the conditions?—The whole question.

1691. What inconvenience should you see in the Post-office fixing the nature of the service, and the subject of price alone being referred to arbitration?—I do not know that there is any objection to that. I think the Post-office might very safely have the power of stating at what times their mails should depart, but that the arbitrators should take into consideration the possible expense of running those trains; if the Post-office ask for a train in the middle of the night, for instance.

1692. The whole question of price being referred to arbitrators, who would have the power to make allowances for that, you think there is no objection to the Post-office making the conditions, the arbitrators fixing the price?—I see no objection to that.

1693. Do you think it likely, that in that case the Post-office would require a service that would seriously endanger the public travelling on railroads?—No; they would not endanger the public travelling on railroads; but the company not having a sufficient number of engines, they might seriously interfere with the conveyance of the persons travelling on the line, by calling for an engine whenever they thought fit.

1694. Do you think you want some sort of security against the Post-office doing that which could hardly be considered in the question of price, by the Post-office having to pay a large sum, if called for, for having disturbed the arrangements of the railway company?—I think so. I would mention an instance with regard to a special train, an express engine required by the Post-office; the mail was too late, an express engine was sent off after it; they were urging the engine at a very quick speed, I believe nearly 40 miles an hour, when the axle broke; now the expense of that reparation was far more than we received from the Post-office for a month; and I think there should be an instruction to the arbitrators, that any expense of that sort should fall upon the Post-office, and not upon the company; I should refer the whole question of cost to the arbitrators.

1695. Lord *Granville Somerset.*] What sort of arbitration do you conceive would be just between the Post-office on the one side, and the railway companies on the other?—The ordinary mode of arbitration. I do not know more than one mode, by the appointment of two referees and an umpire, parties conversant with and capable of forming a judgment, and giving evidence on particular facts.

1696. Do you think it would be better to have arbitrators in each particular case, and not any constituted authorities, to take all the questions referring to the railroads under their consideration?—I do not know; that is a new light; I have never considered that before; local information would sometimes be desirable; but I can conceive of a case where that kind of information is not essential.

1697. Might not local information be always attainable by the arbitrators, whether a permanent body or a local body?—Certainly.

1698. Would not a permanent body have this advantage, that they would more satisfactorily decide the general question, so far as the Post-office was concerned, by being better enabled to form a judgment what were the real necessities on the part of the Post-office, than if they were called on to arbitrate only on one particular occasion?—They would understand the subject better, no doubt.

1699. And there would be less difference of opinion than between arbitrators appointed for a special circumstance?—They would come to a conclusion sooner, and probably a more just conclusion.

1700. Mr. *Baring.*] Do you think, practically, there would be frequent occasions to go to arbitration?—There would be in the first instance, probably, but not afterwards. I am quite sure that the expense of these special trains is far more serious than the Post-office authorities have any idea of; but after a few of

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these arbitrations, I think it would be so evident, there would be no further disagreement upon the subject.

1701. You think after the subject had been looked into, the Post-office would be inclined to settle the thing without the expense of arbitration?—I believe that; and I am sure the railway companies have received a great deal of public censure for the delays on the line which have been occasioned by the Post-office; had not the arrangements been made with the Post-office, I am sure our arrangement would have given very great satisfaction.

1702. Mr. *Wallace.*] How do you account for that?—By the nature of the loads. We started with six trains in the summer of last year, four of which carry mails; I suggested myself to the directors, three or four months ago, before the winter set in, the propriety of taking off one of those trains, for several reasons: one, that our engines did not come in so fast as we expected, and that the trains did not fill, and we were running at a loss; but the answer was, "We have made our arrangements with the Post-office, and must fulfil them."

1703. Mr. *Wallace.*] How many trains carry mails?—Four.

1704. Could not you take away the other two?—The other two are those only which stop at intermediate places; without those there would be great inconvenience.

1705. In your evidence in November last you stated that many accidents had happened to your engines?—I did.

1706. Since then has not the traffic of the Grand Junction Company increased?—It has.

1707. Have the engines been subjected to more accidents or less since that?—Much fewer.

1708. How do you account for that?—Because the weak parts of the engines were discovered, and have been replaced in a stronger way; now they cease to give way.

1709. An engine-building house was alleged to have sent out most of the engines which had met with those accidents?—Yes.

1710. Have similar accidents occurred with other engines from the same manufactory?—I think not since that.

1711. Lord *G. Somerset.*] What orders are given to your engineers as to the amount of weight they may attach to the several engines?—The engineers have no control whatever; it is for the conductor.

1712. What orders are given to the conductor?—I believe there is no order to the conductor to refuse a carriage, if it is a private carriage, and that is the only carriage he can meet with on the line; at each end of the line I know that they are generally very strict; but when they come to Stafford or Wolverhampton I believe they never refuse to take on a carriage. It might be extremely inconvenient if they did.

1713. Is the locomotive power calculated so as to allow that additional weight?—Yes. I have gone myself with 14 or 15 carriages from Birmingham to Liverpool in less than four hours and a half; I have also gone with seven or eight, and have not been able to do that in less than five hours and a half, in consequence of the state of the engine, in consequence of there being some little derangement in the machinery.

1714. You come back to your original proposition, that you have not sufficient engines on the road?—We were obliged to use engines that ought to have gone into the hospital to be repaired.

1715. Then any statement about the insufficiency of the engines must be attributed to the engines being out of order, and not to their power being too small for the loads they were to draw?—Certainly. I believe they are the most powerful engines that can be made. I have prepared a statement to show the absolute work of engines on the Grand Junction and on the Liverpool and Manchester Railways. When the Grand Junction Railway was opened, the scheme for travelling comprised six trips, making a total of 1,440 miles per day; short trips, 160; coke-train and spare engines, 200; total, 1800 miles per day. The number of engines on hand then was 16; (it is true this number is increased from 16 to 26; but then they have been increasing the goods, perhaps, but not in the same proportion.) At the same time the Liverpool and Manchester were running only 1,000 miles per day, and had upwards of 30 effective engines. We started with 1,800 miles per day, having only 16.

1716. Are

1716. Are your 26 all in good condition?—About 23 of them are in very good condition, and three of them are undergoing some substantial repair.

1717. Mr. *Wallace.*] Has any arrangement been made between the Post-office and the company, so far as you know, for the carrying of the mails after the 1st of April?—I do not know that.

1718. Does the Grand Junction Company require additional time for carrying the mails from what it did during the agreement which ended in January?—Yes, a quarter of an hour more in going down, and 25 minutes in coming up.

1719. They still insist upon that additional time?—Yes.

1720. Do you know whether that was agreed to?—I do not.

1721. Mr. *Greene.*] On a consideration respecting the arbitration, does it appear to you essential that the arbitrators should be themselves engineers?—No, I do not think it is; but I think it would be desirable, and I have no doubt they would be persons who would feel the value of engineering evidence.

1722. Mr. *Baring.*] Will there be any objection to appointing an officer in the department of engineers, though not a civil engineer?—I do not know; from education he would be a gentleman; he would understand the subject generally; but unless he was a practical man, who thoroughly understood the effect of engines on railways, he would not be a competent man; but I was looking to the appointment of a person who would take the evidence of practical men; if he was able to form a judgment on the accuracy or inaccuracy of the evidence he might call before him practical engineers.

1723. Mr. *Easthope.*] Do you think a great deal of the complaint now made and felt by the Post-office will cease when the railways are in a most perfect state of repair, and their machinery is better furnished; perhaps within the 12 months?—I have no doubt of it.

1724. Mr. *Wallace.*] What is the distance along the railway between Newton and Preston?—I think it is 22 miles.

1725. Are you acquainted with the gradients on that railroad?—Yes; I have understood there were several gradients of one in the hundred.

1726. What effect will they have in the conveyance of the mails?—I see no reason why the mails should not be carried on that line as well as on the London and Birmingham.

1727. Would you have the same opinion of the line to Lancaster?—Yes.

1728. Do you know when that line of railroad may probably be opened?—I am told by the end of this year probably.

1729. Is it intended to open it partially?—I am not aware.

1730. Mr. *Baring.*] You were present when the evidence of Mr. Stephenson was given; is it your opinion that, under the circumstances stated, it would be advisable for the Post-office to press a night-train at the present time?—I see no great objection to it if passengers are not carried, but I should be very sorry to enforce the carrying of passengers after such evidence as Mr. Stephenson has given of the insufficiency of the railroad.

1731. Your objection to enforcing the train arises from the risk to the lives of the parties to be conveyed?—Yes.

APPENDIX.

STATEMENT of the Arrival of the London Mail in *Edinburgh*, travelling partly by Railway and partly by Common Road, from 1 August to 9 December 1837, both days included.

The time it ought to arrive at is 9. 23. A.M. The Mail for Dundee, through Fife, must be despatched from the Post-office at 10. 15. or 10. 20. at the latest, as it must be at Newhaven by 10. 30., at which time *precisely* the Steam-boat sails; and it requires about 15 minutes after the London Mail arrives for assorting and despatching. Therefore, when the London Mail is later in arriving than 10. 5. or 10. 10., the *Dundee* Mail must proceed without the London bags. But as the *Perth* Mail can at all times command a boat at Queensferry, it waits for the London bags.

1837:		H.	M.	1837:		H.	M.	1837:		H.	M.
August 1	Tuesday -	9	21	Sept. 14	Thursday	9	41	October 28	Saturday	9	40
2	Wednesday	9	35	15	Friday -	9	33	29	Sunday -	9	40
3	Thursday	9	40	16	Saturday -	9	44	30	Monday -	9	35
4	Friday -	9	30	17	Sunday -	9	54	31	Tuesday -	9	25
5	Saturday	10	13	18	Monday -	9	42	Nov. 1	Wednesday	9	40
6	Sunday -	9	52	19	Tuesday -	9	43	2	Thursday	9	51
7	Monday -	9	48	20	Wednesday	9	54	3	Friday -	9	33
8	Tuesday -	9	25	21	Thursday	9	30	4	Saturday	9	42
9	Wednesday	9	14	22	Friday -	9	32	5	Sunday -	9	27
10	Thursday	9	42	23	Saturday	9	35	6	Monday -	9	45
11	Friday -	9	54	24	Sunday -	9	27	7	Tuesday -	9	27
12	Saturday	9	41	25	Monday -	9	33	8	Wednesday	9	51
13	Sunday -	9	25	26	Tuesday -	9	30	9	Thursday	9	36
14	Monday -	9	43	27	Wednesday	9	21	10	Friday -	9	29
15	Tuesday -	9	22	28	Thursday	9	39	11	Saturday	9	33
16	Wednesday	9	56	29	Friday -	9	32	12	Sunday -	9	52
17	Thursday	9	37	30	Saturday	10	0	13	Monday -	9	25
18	Friday -	9	31	October 1	Sunday -	9	45	14	Tuesday -	9	25
19	Saturday	9	51	2	Monday -	9	54	15	Wednesday	9	47
20	Sunday -	9	37	3	Tuesday -	9	31	16	Thursday	11	10
21	Monday -	9	40	4	Wednesday	9	47	17	Friday -	9	19
22	Tuesday -	9	26	5	Thursday	9	51	18	Saturday	11	7
23	Wednesday	9	28	6	Friday -	9	22	19	Sunday -	9	35
24	Thursday	9	32	7	Saturday -	9	45	20	Monday -	10	4
25	Friday -	9	30	8	Sunday -	10	22	21	Tuesday -	9	17
26	Saturday	9	30	9	Monday -	9	14	22	Wednesday	10	20
27	Sunday -	10	3	10	Tuesday -	9	25	23	Thursday	9	29
28	Monday -	9	25	11	Wednesday	9	25	24	Friday -	9	33
29	Tuesday -	9	11	12	Thursday	9	19	25	Saturday	9	57
30	Wednesday	9	22	13	Friday -	9	30	26	Sunday -	9	57
31	Thursday	9	45	14	Saturday	9	48	27	Monday -	9	55
Sept. 1	Friday -	9	56	15	Sunday -	9	20	28	Tuesday -	10	26
2	Saturday	9	55	16	Monday -	9	40	29	Wednesday	9	57
3	Sunday -	9	34	17	Tuesday -	10	58	30	Thursday	9	57
4	Monday -	9	32	18	Wednesday	9	45	Dec. 1	Friday -	9	47
5	Tuesday -	9	26	19	Thursday	9	43	2	Saturday	10	13
6	Wednesday	9	29	20	Friday -	9	41	3	Sunday -	9	56
7	Thursday	9	30	21	Saturday	9	45	4	Monday -	11	0
8	Friday -	9	28	22	Sunday -	9	40	5	Tuesday -	9	50
9	Saturday	9	38	23	Monday -	9	46	6	Wednesday	10	3
10	Sunday -	9	37	24	Tuesday -	9	40	7	Thursday	10	0
11	Monday -	9	27	25	Wednesday	10	14	8	Friday -	10	29
12	Tuesday -	9	26	26	Thursday	9	32	9	Saturday	10	12
13	Wednesday	9	32	27	Friday -	9	32				

William Galloway, Accountant in Edinburgh, being solemnly sworn, depones that what is stated above is a true copy taken from a journal kept by him of the arrival of the London Mail at Edinburgh, from the 1st day of August to the 9th day of December 1837, both days included; and that to the best of his knowledge and belief the time is accurately entered.

Wm. Galloway.

J. G. Craig, of Riccarton, Bart. one of Her Majesty's Justices of the Peace for the County of Edinburgh.

AN ACCOUNT showing the Time it would take to reach the following Places when the Railway is open the whole way to *Liverpool*, *Manchester*, and *Lancaster*, travelling at the rate of 20, 22½, 30, 35, and 40 miles an hour by Railway, and 10 miles an hour by Common Road; also showing the periods the Mails-Bags would arrive at each place conveyed at the above-named rates of speed, starting from the London and Birmingham Railway Station, at *Euston-grove*, at 8. 30. P.M.

	Distances from Euston-grove.		Total Distance	At 20 Miles.	At 22½ Miles.	At 30 Miles.	At 35 Miles.	At 40 Miles.
	By Railroad.	By Common Road.						
	Miles.	M. F.	M. F.	H. M.	H. M.	H. M.	H. M.	H. M.
*Liverpool - - -	209	- -	209 –	10 27	9 17	6 58	6 –	5 14
Manchester - - -	209	- -	209 –	10 27	9 17	6 58	6 –	5 14
Lancaster - - -	246	- -	246 –	12 18	10 56	8 12	7 2	6 9
†Dublin - - -	- -	- -	- -	23 27	22 17	20 –	19 –	18 14
Allow 13 hours from arrival at Liverpool to arrival at Dublin.								
Edinburgh - - -	246	160 6	406 6	28 22	27 –	24 17	23 7	22 14
Glasgow - - -	246	161 3	407 3	28 25	27 2	24 21	23 11	22 18

ARRIVALS of MAIL-BAGS leaving *Euston-grove* Station at 8. 30. P. M.

	20 Miles an Hour.	22½ Miles an Hour.	30 Miles an Hour.	35 Miles an Hour.	40 Miles an Hour.
	H. M.	H. M.	H. M.	H. M.	H. M.
Liverpool - - - - -	6 57 A.M.	5 47 A.M.	3 28 A.M.	2 30 A.M.	1 44 A.M.
Manchester - - - - -	6 57 –	5 47 –	3 28 –	2 30 –	1 44 –
Lancaster - - - - -	8 40 –	7 26 –	4 42 –	3 32 –	2 39 –
And the following places as under, allowing one hour for stoppages:					
Dublin - - - - - -	8 57 P.M.	7 47 P.M.	5 30 P.M.	4 30 P.M.	3 44 P.M.
Edinburgh - - - - -	1 52 A.M.	12 30 midnt	9 47 –	8 37 –	7 44 –
Glasgow - - - - -	1 55 –	12 32 –	9 51 –	8 41 –	7 48 –

* The distances are taken from Euston-grove; to find out those from the General Post-office is to add two miles, the distance from the Post-office to Euston-grove station.

† As regards Dublin, the distance from the General Post-office, London, to General Post-office, Dublin, may be seen as under:

	M.	F.
General Post-office, London, to Euston-grove - -	2	0
Euston-grove to Liverpool, by railway - - -	209	0
Estimated distance from Liverpool to Kingstown -	120	0
Kingstown, by railway, to Westland-row station -	6	0
Westland-row station to General Post-office, Dublin -	0	6
TOTAL - - - -	337	6

18 December 1837. *Geo. Louis.*

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Express Engines. Terms on which the Grand Junction Railway Company have agreed to furnish express engines in case the mails arrive late at Birmingham, *Maberly* 1153.

F.

Fares. The directors might raise the fares if it was found to save expense, *Chaplin* 1069——Railway fares compared with inside and outside fares on coaches, *Chaplin* 1070, 1071——If the railway fares were too high the competition of the road would be revived, *Chaplin* 1071–1074——Lower fares will change the habits of the people, and increase travelling, which it is the object of the directors to encourage, *Chaplin* 1075–1079—— The fastest coaches paid best, although the cheap coaches had better loads, *Chaplin* 1079.

Follett, Sir *William.* See *Sunday Mails.*

Frost. Makes the rails glassy, and the engine-wheels slip round without propelling the carriage, *Pim* 648.

G.

Glyn, George Carr. (Analysis of his Evidence.)—Chairman of the Directors of the Birmingham Railway Company; attended a meeting lately at Birmingham, 1231–1233——A resolution proposed by Mr. Sturge prohibiting Sunday travelling was negatived, and an amendment proposed limiting it to public necessity, 1234——The service of the Post-office would be included, 1235–1238——Inconvenience of permitting the Post-office to start a train at any time without reference to the appointed passenger-trains, 1239–1243——The passengers must be detached from the Post-office engine, because the time may not suit them, 1244——The Post-office might have passenger-trains of its own, subject to the control of the directors, 1245, 1246——It will not answer the purpose of individuals to act as carriers; they must find stations for themselves, 1247–1250—— And purchase the land by private agreement, 1251–1254——Competition would be inconvenient, and dangerous to the public; accidents could not be prevented, 1255–1261.

If the mail trains on Sunday carried passengers all the arrangements of the Company must be altered, 1262, 1263——Railway Companies are bound to exercise their powers

Glyn, George Carr. (Analysis of his Evidence)—*continued.*

for the convenience of the public on Sundays; this principle will be carried out by the directors of the Birmingham Railway, 1264–1267——In making arrangements with the Post-office, there are no data on either side on which fair terms can be estimated, 1268–1270——It would not be unfair to compel the companies by morning trains to carry the guard and bags at a sum proportionate to a certain number of passengers, 1271, 1272——The Birmingham Company are only anxious to gain information; they do not seek a profit in the conveyance of mails, 1273–1275——Weight as well as space should be taken into calculation; the Post-office have made no proposition, 1276——The Post-office ought to pay toll; railways are supported by a body of proprietors; roads are maintained by travellers and the landowners, 1277–1280.

When other railways are opened trains will be passing on the Birmingham every hour or half hour; and if the Post-office had power to start a train at a different time, the whole arrangements would be embarrassed, 1281–1284——There will be no difficulty in accommodating them when the whole line is opened, 1285, 1286——The Company do not wish to undertake night travelling for six months, in order to avoid accidents; the public do not seem at present to like night travelling, 1287–1295——The hour of starting for the mails will most probably be permanent, and the public will adapt themselves to it, 1296–1298——If trains offer themselves from a distance on Sunday at any hour, they will be received, 1299–1301——The Grand Junction Railway is deficient in locomotive power, their engine-builders have failed in their supply, and the stoppage of the canals has brought heavy goods to the railway, 1302–1303.

The Companies will be amenable to public opinion, and will afford the greatest accommodation to the Post-office compatible with public convenience, 1304–1307——The Post-office ought not to have made arrangements with the Grand Junction for six months, 1313——The same kind of contract should be entered into with Railway Companies as with mail contractors, 1315, 1316——The Birmingham Company would be able to keep its engagements; it has an ample supply of locomotive power; speed proposed, 1317–1322——Night trains may go at the same speed when the line has arrived at a proper degree of consistency, 1323——The gradients are favourable, but 30 miles an hour is considered too great a speed, 1324, 1325——The Post-office have pressed the Company to establish night trains against the opinion of their engineer, 1326, 1327——Mr. Stephenson remonstrated strongly against the starting of a mail-train even without passengers, 1328–1333.

Points of dispute between the Post-office and Railway Companies might be left to arbitration; if they refused this, they must be compelled by Parliament to submit, 1334–1339——Increase of speed increases the wear and tear of the rails and locomotive power, 1340——Competitors will be driven off the line of road, 1341——The Post-office should guard against the speed being slackened by penalties, 1342–1344——Turnpike-roads and railways compared, with reference to the propriety of exempting the mails from toll, 1345–1367——The embankments on the Birmingham Railway have subsided greatly; it will be dangerous to travel at night on the new embankments, 1368–1374——If any Railway Company were to make regulations, which would interfere with the public service, the Legislature is bound to provide against them, 1375–1379.

The Post-office must conform itself to the speed which is considered best for passengers, and the Railway Company will accommodate the hour of starting, 1380–1384——It is highly improbable that the public should agree to a disturbance of Sunday travelling; the Grand Junction Company has determined to suit the public convenience, 1385, 1386——The Act limits the tolls on the Birmingham, but not the amount of profit, 1389, 1390——Distance from Denbigh Hall to Rugby; the whole line will be opened in November, 1391, 1392——The taking up and putting down bags will not be inconvenient to passengers, 1393, 1394——The directors will be willing to arrange for a night-mail train directly the engineer reports that it may be done with safety, 1395.

Glyn, George Carr. His letter to the Chairman of the Committee relative to arrangements between the Birmingham Railway and the Post-office, *Boothby* 393.

Goods. If the charge on the railroad is the same as on canals, the goods will go by the railroad; if higher, the lighter goods only requiring haste would be sent, *Baxendale* 1125–1127——A moderate speed is sufficient for most of the goods, but when there are quicker modes of conveyance the public will require the benefit of them, *Baxendale* 1128–1130——The price for conveying heavy goods is too low to remunerate; the deficiency must be made up by an increased price on parcels and light goods, *Stephenson* 1476——The rate of charge for heavy goods, lime, &c. has been fixed low by the Acts, for the encouragement of persons through whose lands the railways pass, *Stephenson* 1499–1510——A regular customer, sending parcels daily, should be accommodated more cheaply than the sender of a chance parcel, *Stephenson* 1511–1515——The ratio between the prices paid for parcels, and other classes of goods, is equitably arranged, *Stephenson* 1531, 1532.

Gradients. See *Locomotive Power.*

Grand Junction Railway:

1. *Generally.*
2. *Negociations with the Post-office.*
3. *Causes and Extent of Delays.*

1. *Generally:*

Has already been a very profitable concern, *Moss* 509——Original capital, and money borrowed; price of shares, and expected dividend, *Earle* 860–866——The railway does not extend beyond Newton; the Grand Junction, and the Manchester and Liverpool Companies, have made arrangements between themselves for the remaining distance, *Louis* 128–133——The Company have the power of travelling on a portion of the Manchester and Liverpool, except on Sundays, *Moss* 401–405——The Company are bound by the Act to keep the railway in repair; it is their interest to do so, *Moss* 510–513——The railway would be shut up if it did not pay, but it is scarcely possible it should not pay the expense of repairs, *Moss* 514–517——The opening of this railroad will lose seven mail-coaches to the Post-office, *Maberly* 3–4.

2. *Negociations with the Post-office:*

Present prices (December 1837) at which the mails are carried; average weight of letters transmitted; number of trips, *Maberly* 19–24——Terms at which the company are willing to contract, after 5th February 1838, for the conveyance of letters, *Maberly* 35–37——Terms proposed to be adopted by the Post-office, and now under consideration (December 1837), *Maberly* 37–39——Copy of the draft agreement between the Post-office and Mr. Moss, the chairman of the directors, *Louis* 139——In case the Post-office should become their own carriers, the company are willing to take less tolls than they can legally demand, *Louis* 151–153——Arrangements as to day and night trains; determination of Mr. Moss to have the same price for the grand dispatch, whether sent by night or day, *Louis* 174–187——Points on which the terms proposed to the Post-office appear exorbitant, *Maberly* 79, *Louis* 188–190.

By the new contract it is proposed to prolong the time of each journey, *Louis* 274, 275——The calculations of expense have been made by taking that of the Manchester and Liverpool, *Moss* 561–568——The company would be willing to submit the terms to be made with the Post-office to arbitration, and to let their accounts be examined, *Moss* 578–581, *Earle* 714——Heads of the contract submitted by the Post-office to the directors, *Moss* 582–585——Objections: penalty on not arriving within a fixed time; power of the Post-office to alter the hours of despatch; they all, in fact, resolve themselves into a question of price, *Moss* 589–601——It is very probable that the prices now demanded may be reduced, *Moss* 602–611——Probable amount of yearly payment under the new contract, and extent of accommodation afforded, *Earle* 676–678——The contract would be profitable to the company; the night-train is unprofitable, *Earle* 683, 684——Rate charged to the Post-office and for gentlemen's carriages compared, *Earle* 867–877.

Agreement entered into with the Post-office since Christmas; the contract has not been completed, because the opening of the London and Birmingham will alter the time of starting, *Maberly* 1149, 1150——The Post-office cannot alter the time; the trains are partly special and partly ordinary; sum to be paid for express engines; times of starting, *Maberly* 1151–1155——Copy of the agreement 28th December 1837, *Ev. p.* 98——The penalty for delays is 500*l.*, *Maberly* 1180–1187.

The Post-office ought not to have made arrangements with the Grand Junction for six months, *Glyn* 1313——The arrangements of the company would have given satisfaction to the public, if they had had nothing to do with the Post-office, *Locke* 1701–1704.

3. *Causes and Extent of Delay:*

The post deliveries have been very irregular since the opening of the railway, *Maberly* 94——Statements showing the nature and amount of the irregularities between Manchester and Birmingham, and Manchester and Liverpool, *Maberly* 95–102——The delays are often occasioned by taking too heavy loads; representations of the Post-office to the company, *Maberly* 103–112——The irregularities which have occurred are to be attributed to the incompleteness of the arrangement, *Louis* 266–269——The directors have made every exertion to secure punctuality, and meet the wish of the Post-office, but their means are not yet matured, *Louis* 281–288——The want of punctuality has been occasioned by the deficiency of engine power and the uncertainty of loads, *Boothby* 359–363——Accidents to the engine and heavy trains, impeding the mail trains, *Moss* 496–504——Table of arrivals of 560 mail trains at Liverpool, Manchester and Birmingham respectively, *Earle* 690–693——Present complement of engines; number contracted for; greater regularity will be ensured when the number is completed, *Earle* 696–703.

The company agree to take the mails with perfect regularity after 5th of February under penalty, delays will be continually decreasing, *Earle* 704–708——Considerations

Grand Junction Railway.—3. *Causes and extent of Delay*—continued.

of expense have not delayed the mails, *Earle* 793–795——The axletrees of the engines were made of brittle iron, *Locke* 921——The service under the last agreement has been performed most irregularly; threatened legal proceedings; correspondence with the directors, *Maberly* 1157–1158——Difficulty of ascertaining whether heavy loads have been the cause of delay; correspondence of the directors and Mr. Louis on the subject, *Maberly* 1159–1166——There has been a deficiency in locomotive power, their engine-builders have failed in their supply, and the stoppage of the canals has brought heavy goods to the railway, *Glyn* 1302, 1303.

There are not a sufficient number of engines, and they are of unequal power and insufficient; sometimes they have been too heavily laden, *Salt* 1407–1415, *Stephenson* 1670–1672, *Locke* 1684–1686——The time is not kept as well as by mail-coaches; the "Lynx" engine has been regular, the "Saracen" irregular; there has been snow on the rails sometimes, *Salt* 1416–1421——Examination of the time-bill; causes of delay on particular days; remonstrances of the guard against the heavy weights attached to the engine, *Salt* 1437–1453. 1471, 1472——Time has been kept a few days; more goods have been sent since the frost, as the canal was stopped, but delays occurred before the frost, *Salt* 1457–1460——Accidents and slippery rails will be the only impediments to perfect regularity when there are engines enough, *Locke* 1687, 1688——The number of accidents to engines have decreased of late, *Locke* 1705–1710——The conductor regulates the weight to be attached; private carriages are never refused, *Locke* 1711–1713.

See also *Accidents. Alleard,* Mr. *Bury,* Mr. *Chorley,* Mr. *Express Engines. Locomotive Power. Louis,* Mr. *Mail Contractors. Moss,* Mr. *Post-office Trains. Richmond,* Duke of. *Special Trains. Sunday Mails. Sunday Travelling.*

Grand Junction Railway Bill. See *Richmond,* Duke of.

Greenwich Railway. Is used for the twopenny-post; sum charged; rate per mile, *Maberly* 125.

Guards. The guards of the mail-trains are not acquainted with engineering; the old mail-coach guards are absorbed in the new establishment, *Maberly* 1167–1182——Number employed on the Grand Junction; number of journies performed by them each week, *Salt* 1463–1466.

Heavy Trains. See *Accidents.*

Holyhead Mail. In summer, usually arrives at Kingstown at six in the morning, but in winter sometimes does not arrive till night, *Pim* 635.

See also *Dublin and Kingstown Railway.*

Horne, Benjamin Worthy. (Analysis of his Evidence.)—Coach proprietor; carries six mails daily, besides the foreign mail, 1088, 1089——The Woodside and Chester mail is continued; it is the only coach on the road; the railway runs parallel with it, and when the London and Birmingham is completed it must be given up, 1090–1096——The public are more careful of their time than their money; the fastest coaches always pay best, 1097–1099——The railway will supersede the old mode of travelling, both as to speed and cheapness; the business of coach proprietors will be annihilated, 1098–1100——Persons unconnected with railways will not become carriers of passengers; they would work under a disadvantage of 25 per cent., 1101–1103——Pickford & Co. have conveyed goods; the directors are willing to have the trade brought upon the railways when going beyond the termini, 1105, 1106.

K.

Kingstown and Dublin Railway. See *Dublin and Kingstown Railway.*

L.

Leek and Macclesfield Mail. Has been discontinued since the opening of the Grand Junction Railway; many memorials have been presented to the Postmaster-general on the subject, *Maberly* 5. 7.

Lees, Sir *Edward.* His representations respecting the delay in the Edinburgh and Glasgow mails, *Louis* 231–234.

Leighton Buzzard. Insecure state of the embankments of the London and Birmingham Railway near Leighton Buzzard, *Glyn* 1368–1374.

Levels. See *Repairs.*

Liverpool and Bristol Mail. See *Bristol and Liverpool Mail.*

Liverpool and Manchester Railway. See *Manchester and Liverpool Railway.*

Liverpool and Shrewsbury Mail. See *Shrewsbury and Liverpool Mail.*

Locke, Joseph. (Analysis of his Evidence.)—Civil engineer; railways with which he has been connected, 878–880——Difficulty of making a fair arrangement between the Grand Junction and the Post-office; inconvenience of detaining trains for the mail, 881–885——Stoppages likely to occur at Birmingham, in case of trains going from London to Manchester arriving after their time, 886–893——Three trains a day might be sent right through from London to Liverpool, independent of the trains for shorter distances, 894–899——Necessity of punctuality in starting from Birmingham, 900–904——The journey from London to Liverpool may be done in 10 hours; the rate of 20 miles an hour might easily be guaranteed, 905–910——Delays occasioned at stations by taking in and setting down passengers, 911, 912.

In the present imperfect state of knowledge respecting railways, no permanent arrangement could be made with the Post-office; but the companies would submit to arbitration, and desire fair terms, 913–917——The heavy trains are less liable to accidents than the fast ones, 918, 919——High speed increases wear and tear; in calculating the relative expense of different rates of speed, the cost of accidents must be reckoned, 920, 922, 923——The axletrees of the engines on the Grand Junction were made of brittle iron, 921——The expenses of railroads are usually calculated at 50 per cent., taking the experience of the Manchester and Liverpool as the foundation, 922–931——Engines running 100 miles are subject to accidents of a different nature from those that affect engines running only 30; these will not occasion delay after more experience, 932, 933——Assistant-engines should be stationed along the line to accelerate trains behind the time, by reason of heavy loads or bad weather, 934–942.

The company could carry the mails for less money than the Post-office, even without tolls, 943——The Grand Junction has wider embankments than the Manchester and Liverpool, and protecting mounds, 944——Comparative economy of light and heavy rails, and distance of sleepers, 945–948——No general rule can be applied to different railways in estimating the annual cost; the traffic, distance, speed, nature of each line, &c., must be considered, 949–956——Want of capital, and imperfect information, make persons unwilling to become carriers on railways, 957——A much larger capital would be required if there were separate establishments of engines, 958–961——The tolls chargeable on railways have been fixed in each case, upon good grounds; no general maximum has been established, 962–966.

Effect of snow in obstructing trains on railways; sand must be thrown upon the rails, or the wheel will not bite, 967–975——The Post-office will not be obliged to have separate conveyances; no difficulty in combining the conveyance of the mails and passengers, 976–978——Effect of interrupting railway communication on Sunday, 979——No serious difficulty or expense will be incurred in night travelling; there may be more accidents, 980–987——There are some carriers of goods on the Manchester and Liverpool, but their establishments would not serve for passengers, 988–992——If the business were divided amongst many it could not be done with the same profit or punctuality as if executed by one, 993——Agrees with Mr. Stephenson as to the necessity of not opening the London and Birmingham Railway for night trains for some months, 994, 995.

[Second Examination.]—The delays on the grand junction are attributable to the want of a sufficient number of engines, 1684–1686——Accidents and slipping rails would be the only impediment to perfect regularity when there are engines enough, 1687, 1688——There would be no objection to leave the terms of arrangement between the Post-office and railway companies to arbitration; the Post-office to settle the services, the arbitrators the price, 1689–1692——The Post-office would not be likely to endanger the public travelling, 1693——The expense of repairing a post-office engine, in case of accident, should fall upon the Post-office, 1694——The appointment of permanent arbitrators may be preferable to special arbitrators in each case, 1695–1699——When the expense is ascertained there will not be necessity for frequent arbitrations, 1700, 1701.

The arrangements of the Grand Junction would have given satisfaction to the public if they had had nothing to do with the Post-office, 1701–1704——The number of accidents to engines have decreased of late, 1705–1710——The conductor regulates the weight to be attached; private carriages are never refused, 1711–1713——Effective strength of engines on the Grand Junction, and Manchester and Liverpool lines, and number of miles travelled daily, 1714–1716——It is not absolutely necessary that an arbitrator should be a civil engineer, if capable of weighing the evidence, 1721, 1722——The mails may be carried as well on the Newton, and Preston, and Lancaster lines, 1723–1729——The carrying of passengers at night, on the first opening of the Birmingham line, should not be enforced, 1730, 1731.

Locomotive Power. Statement of expenses thereof, exclusive of prime cost, interest of money, expense of carriages, &c., extracted from report of Manchester and Liverpool Railway Company, *Boothby* 302–310——Average weight carried by the locomotive engines, *Boothby* 312, 313——The expense of locomotive power is increased by the square of the velocity; the most economical speed is 10 or 12 miles an hour, *Boothby* 314, *Earle* 791, 792——Increase of speed increases the wear and tear both of the rails

Locomotive Power—continued.

and locomotive power, *Glyn* 1340——The expense of locomotive power will depend upon the cost of fuel, the gradients, the loads, and the speed, *Boothby* 324, 325——Wear and tear is calculated at 25 per cent., *Boothby* 329–331——New engines require more repairs than others, *Boothby* 327, 328——High speed increases wear and tear; in calculating the relative expense of different rates of speed, the cost arising out of accidents must be reckoned, *Locke* 920. 922, 923——Engines running 100 miles are subject to accidents of a different nature from those that affect engines running only 30; these will not occasion delay after more experience, *Locke* 932, 933.

Engines generally run below their power, and three or four more carriages will not impede their speed; engines out of repair are sent for want of others, *Stephenson* 1655–1663——Too many coaches were attached at the first opening of the Birmingham Railway, *Stephenson* 1664–1668——There are few instances in which the power of the same engine will vary, *Stephenson* 1669——Different railways will require engines of different power, *Stephenson* 1683——An insufficient supply of engines has been the chief cause of irregularities on new railways, *Stephenson* 1593, 1594——It is better to send two engines with a heavy load than to divide the train, *Earle* 691——Effective strength of engines on the Grand Junction, and Manchester and Liverpool lines, and number of miles travelled daily, *Locke* 1714–1716.

See also *Bury*, Mr. *Carriers. London and Birmingham Railway. Manchester and Liverpool Railway.*

London and Birmingham Mail. The contract between the Post-office and the mail contractor is determinable on two months notice, *Chaplin* 1040——The railway have refused to take the mails at first; the hour of dispatch must be altered, or the mail-coach continued at a great expense, *Chaplin* 1041, 1042.

London and Birmingham Railway:

1. *Generally.*
2. *Arrangements with the Post-office.*
3. *Supply of Locomotive Power.*

1. *Generally*:

Distances on the line when to be completed, *Boothby* 367, 368——The whole will be completed in September; it will be unsafe to work the line by night for four months after it is opened, *Boothby* 373–378——The embankments have subsided greatly; it will be dangerous to travel at night on the new embankments, *Glyn* 1368–1374——The embankments are the worst at the London end of the line; the Wolverton embankment will subside for two years, *Stephenson* 1563–1567——The Act limits the tolls, but not the amount of profit, *Glyn* 1389, 1390——The Company would be able to keep its engagements with the Post-office; they have an ample supply of locomotive power; speed proposed, 22½ miles, *Glyn* 1317–1322——The gradients are favourable, but 30 miles an hour is considered too great a speed, *Glyn* 1324, 1325——Speed intended at the first opening of the line and afterwards, *Stephenson* 1577–1580——The distance is regularly performed; number of engines requisite to work the trains between London and Denbigh Hall; their power, *Stephenson* 1675–1682.

2. *Arrangements with the Post-office:*

The Post-office have not yet entered into any arrangements (December 1837), *Louis* 262, 263——Any contract will provide for the conveyance of the mail by road from Denbigh Hall to Rugby, *Maberly* 1211–1217——Distance from Denbigh Hall to Rugby; the whole line will be opened in November, *Glyn* 1391, 1392——When other railways are opened, trains will be passing on the Birmingham every hour or half hour: and if the Post-office had power to start a train at a different hour, the whole arrangements would be embarrassed, *Glyn* 1281–1284——The Post-office will be accommodated without difficulty when the whole line is opened, *Glyn* 1285, 1286——The Company are only anxious to gain proper information before they conclude any arrangements with the Post-office; they do not seek a profit on the conveyance of mails, *Glyn* 1273–1275——Witness's construction of Mr. Glyn's evidence concerning the profit desired by the Company on the transmission of mails, *Stephenson* 1533–1536——Witness shall recommend the directors to adopt the hour of eight in the evening for the departure of the mails, *Stephenson* 1576——Trains will travel after dark; by 25 June the night-mails may be taken with safety, *Stephenson* 1634–1643.

3. *Supply of Locomotive Power:*

Terms of the contract for the supply of locomotive power, *Boothby* 338–341——The company provide the capital, the contractor is charged with the interest, the gatemen and police are paid by the company; number required, and their wages, *Boothby* 342–348——Pickford & Co. have concluded an arrangement with the company for carrying merchandize on the railway, *Boothby* 380–383——Every person holding land adjoining the

London and Birmingham Railway—3. *Supply of Locomotive Power*—continued.

the railway is authorized by the Act to have free access, *Boothby* 384, 385——He could not use the stations of the company, but might have stations of his own, *Boothby* 388——No opposition would be offered to persons wishing to establish trains on the railroad, *Boothby* 391, 392.

See also *Leighton Buzzard. Locomotive Power. Mail Contractors. Richmond,* Duke of. *Stephenson,* Mr. *Sunday Mails.*

London and Birmingham Railway Bill. See *Richmond,* Duke of.

London and Birmingham Road. The state of the roads have not been such as to justify any great delay in the arrival of mail-coaches, *M'Neil* 999, 1000——Improvements near Weedon; increase of tolls, the expense will be defrayed by the local traffic, *M'Neil* 1000–1020.

London and Liverpool Mail. Three trains a day should be sent right through from London to Liverpool, independent of trains for shorter distances, *Locke* 894–899——The whole distance may be done in 10 hours; the rate of 20 miles an hour may be safely guaranteed unless there are stoppages, *Locke* 905–912——No arrangements have been made for the conveyance of the mails between the unfinished termini of the Birmingham Railway, *Chaplin* 1036, 1037——If the mail-coach is continued from London to Birmingham great expense will be incurred, *Chaplin* 1038, 1039.

London and Liverpool Road. It is found that passengers universally prefer the railway to coach, even in its present unfinished state, *Chaplin* 1025–1028——The price of parcels is greater than before, including the delivery, *Chaplin* 1029–1032.

Louis, George. (Analysis of his Evidence.)—Surveyor and superintendent of mail-coaches, 126——Has been lately engaged in endeavouring to effect arrangements with the Grand Junction Railway for the conveyance of mails, 127——Places to which the agreement extended; the Grand Junction and the Manchester and Liverpool have made arrangements between themselves, 128–133——Witness was sent to communicate with Mr. Moss, Chairman of the Grand Junction Company; he considered the terms proposed too high, 134–138——Copy of the draft agreement, 139——The point particularly argued by witness was that the remuneration by passengers should go to the reduction of the charge to the Post-office, 140, 141——Calculations of the cost of special trains; expense of night-trains is greater, 142–145——Cost of engine, fuel, and wages, in case the Post-office should employ an engine of its own, 146, 147——Some time must be allowed for repairing the railroad; the Post-office could not dispatch trains whenever they pleased, 148–158.

The Company are willing to take less tolls than they can legally demand, 151–153——The expense of night travelling is occasioned by the police establishment, &c. 154–156——If the Post-office were to determine to be their own carriers some legislative enactment would be necessary to protect them, 158–160——Night travelling may be expected on a railway, so as to remunerate the companies, when long lines are established, 161–163——This induced witness to press Grand Junction Company to reduce the charge for night-trains, 164——He did not enter into any calculations, or examine the items of expense, 166–173——Arrangements as to day and night trains; determination of Mr. Moss to have the same price for the grand dispatch, whether sent by night or day, 174–187.

Grounds upon which the terms proposed by the Grand Junction are considered unreasonable, 188–190——Inconvenience of supporting a separate establishment to the Post-office on the railways, 191–197——The Post-office is at present entirely in the hands of the railroad companies, 198–201——Greater irregularities occur on railroads than by mail-coaches; the penalties to which the companies will subject themselves in case of delay may correct them, 202–208——Memorandum concerning the transmission of mails on Sunday, 209——It is understood that the bye-law of the Manchester and Liverpool Company against Sunday travelling will be enforced, 210–213——Delays and inconvenience that would be occasioned, 214–215——When railway communication is more extensive, bye-laws restraining Sunday mails would be of great and general inconvenience, 218–228.

Irregularities in the mails between Birmingham and Warrington, 229, 230. 235–237——Representation of Sir Edward Lees respecting the Edinburgh and Glasgow mails, 231–234——It has not been found convenient to carry the mail by the Newcastle and Carlisle, 238——It would be difficult, if not impossible, for the Post-office to establish trains of its own; it could not charge a high rate for passengers, being limited by the Act, 239–249——It could not be done without the permission of the company, who appear, however, to be willing to co-operate, 250–253——If arrangements are made with one company, difficulties may arise with others, unless there be some general law giving authority to the Post-office, 254–261——No arrangement has been made with the London and Birmingham Company, 262, 263——The irregularities on the Grand Junction are caused by their arrangements not being yet complete, 266–269.

Louis, George. (Analysis of his Evidence)—*continued.*

Reason for not sending the time-bills through to Edinburgh and Glasgow, 270–273——Under the new contract with the Grand Junction, it is proposed to prolong the time of each journey, 274, 275——The Minute of the Duke of Richmond is very reasonable; as yet the terms of it have not been exceeded by the Grand Junction, 276–280——The directors have made every exertion to secure regularity and to meet the wishes of the Post-office, but their arrangements were not matured, 281–288——The sum demanded for special trains appears excessive, as compared with the former charges, and the sums paid to mail-coaches, 289–291——The Post-office should be protected by law from exorbitant demands, 292——The Post-office were aware of the imperfections of new railways, but endeavoured to give the public all the convenience they could, 293–296.

Louis, Mr. His letter to the directors of the Grand Junction Railway Company threatening legal proceedings on the part of the Post-office unless the causes of delay in the transmission of the mails were satisfactorily explained, *Maberly* 1158——Letter directing the attention of the directors to the frequency of delays stated in the reports to have been caused by heavy trains, *Maberly* 1165.

"*Lynx*" *Engine.* See *Grand Junction Railway.*

M

Maberly, Lieut.-colonel. (Analysis of his Evidence.)—Railroads have an entire monopoly; the mail-coaches cannot compete with them; and the railroad companies can exact what terms they please, 1, 2——Seven mails enumerated which have been already discontinued, 3, 4——Difficulty in establishing a mail between Leek and Macclesfield, 5——Cost of conveyance to which the Post-office consider themselves limited, 6——Substitute proposed for the Leek and Macclesfield road, 7——Stage-coaches carrying letters are exempt from toll; hardship of this law upon the trustees of roads, 9, 10——The exemption does not extend to Scotland and Ireland, 11——The difficulty with railroads consists partly in the expense, and partly in the unsuitableness of the arrangements, 12——The mail-contractors saw the necessity of giving up their contracts before the completion of the railways, 13, 14——Companies with whom the Post-office have made arrangements; they are not satisfactory; the prices paid are extravagant, 15–18.

Prices on the Grand Junction Railway; average weight of letters transmitted; number of trips; number of mails discontinued in consequence of the railroad, 19–24——Letters are conveyed at one-half the expense of mail-coach conveyance, 25–30——Additional expenses; witness does not complain of the prices, 31–34——Terms on which Grand Junction Railway Company are willing to contract for the conveyance of letters, 35, 36——Terms proposed to be adopted, and now under consideration, 37–39——Some of them are considered unreasonable; special trains are to be charged the same whether they convey passengers or not, 40–52——Consequences of stopping the mails on Sunday, 53——The object of the directors is to prevent their officers from working on Sunday; nearly the same number must be employed if mails only were conveyed, 54, 55——The Manchester and Liverpool Railway Company have given notice of their intention to enforce their bye-law; the Post-office oppose it; its effect on cross-mails, 56–62——It would embarrass all the arrangements of the Post-office, 63–65——If the Post-office cannot accede to the terms proposed by the Grand Junction they must post at a great expense, 66–69.

In contracts for mail-coaches the real expenses of the coach proprietors must be ascertained; it is impossible to determine the expense of a special train on a railway, 70–78——The points on which the terms asked of the Grand Junction appear exorbitant, 79——The Post-office should have the power of running trains on Sunday, 80——Mail-coaches, if free from all taxation, could not compete with a railway, 81——At present a railway is a complete monopoly; the expense of an independent conveyance establishment is too great to be incurred, 82–84——Regulation suggested by the Post-office to the Chancellor of the Exchequer, to be enforced by law upon railways, 85–88——Clause proposed by the Duke of Richmond to be inserted in the Grand Junction and London and Birmingham Railway Bills; his Grace's minute thereupon, 88, 89——The Postmaster should have power to dispatch special trains, to be paid for at higher prices, until they become remunerating to the companies, 90–93.

The deliveries have been very irregular since the mails have been sent by the Grand Junction, 94——Statements showing the nature and amount of irregularity between Manchester and Birmingham, and Manchester and Liverpool, 95–102——The delays are often occasioned by taking too heavy loads; the Post-office have made representations to the company, 103–112——The Liverpool and Manchester have carried the mails well, but have raised their charges too much, 113–116——Arrangements with the Dublin and Kingstown Railway, 116–124——The Greenwich Railway is used for the twopenny post; sum paid, 125.

[Second Examination.]—Arrangements made with the Grand Junction since his last examination, 1149——The contract has not been completed, because the opening of the London

Maberly, Lieut.-col. (Analysis of his Evidence)—*continued.*

London and Birmingham will alter the hours of starting, 1149, 1150——The Post-office cannot alter the time; the trains are partly special and partly ordinary; sum to be paid for express engines; the terms are reasonable, 1151–1154——Times at which the trains start, 1155——Copy of the agreement 28th December 1837, 1156——The service has been performed most irregularly, 1157——Correspondence with the directors as to the causes of irregularity; threatened legal proceedings, 1158——Difficulty of ascertaining whether heavy loads have been the cause of delay; correspondence with the directors and Mr. Louis on the subject, 1159–1166——The guard who makes reports is not acquainted with engineering; the mail-coach guards are employed, 1167–1182——Circumstances attending the destruction of certain letters by fire in consequence of a defective engine, 1183——The penalty for delays is 500 *l.* under the contract, 1184–1187.

Further communications with the Birmingham Railway Company; their refusal to carry passengers by the night-trains, 1188——Their last train would be only one hour earlier than the Post-office train at half-past eight; the necessity of repairing the embankments is stated as their reason for not taking passengers, 1189–1193——The Post-office should have strong powers over railways; the terms might be settled by arbitration, 1194, 1195——If the coaches are abandoned, after trains start at half-past six, the mail must be sent by post-horses, or by the half-past six train, 1196, 1197——The Post-office are in the power of the Company, and must submit, unless Parliament give them powers, 1198, 1199——The basis of the measure should be the right of the Post-office to demand certain services, the price to be settled by arbitration; and a fixed charge for carrying the guard and bags by an ordinary train, 1200–1205——None but the railroad contractors could execute any service; there is a monopoly, and great danger would arise from competition, 1206–1208.

When the contract is completed with the Birmingham Railway Company, it will provide for the conveyance of the mail by coach from Denbigh-hall to Rugby, 1211–1217——The mail contractors have given notice to quit on the opening of the railway; for some months passengers may prefer the mails to the imperfect railway, 1218–1229——Unless the railway were used, the revenue would suffer by the smuggling of letters by a quicker mode of conveyance, 1230.

Macclesfield and Leek Mail. See *Leek and Macclesfield Mail.*

M'Neil John. (Analysis of his Evidence.)—A civil engineer, 996——Has inspected the coach road between London and Birmingham, 997, 998——The state of the road was not such as to justify any great delay in the arrival of mail-coaches, 999, 1000——Improvements near Weedon; increase of tolls; the expense will be defrayed by the local traffic, 1000–1020.

Mail-Bags. An invention has been made for taking up and putting down the bags without slackening the speed of the train; stoppages are convenient for passengers going a short distance, *Moss* 612–619——The taking up and putting down mail-bags will not be inconvenient to passengers, *Glyn* 1393, 1394——[Grand Junction Railway] Are put on the top of the carriage, with the exception of some going the greatest distances, which are in the imperial, *Salt* 1399–1404.

Mail-Coaches. Are unable to sustain competition with railroads; mails which have already been given up, *Maberly* 1–4——Could not compete if free from all taxation, *Maberly* 81——They look to parcels as one of the great sources of revenue; they carry the mails at a less charge, *Stephenson* 1537, 1538.

Mail Contractors. The remuneration of mail-contractors by passengers, enables them to carry the mails at the present price; passengers will all prefer the railroads, and the coaches must be discontinued, *Maberly* 3——Many saw the necessity of giving up their contracts before the completion of the Grand Junction; and agreed with the Post-office that either party should determine the contract by giving two months' notice, *Maberly* 13——Have given notice to quit on the opening of the Birmingham Railway; for some months passengers may prefer the mails to the imperfect railway, *Maberly* 1218–1229.

Mail Guards. See *Guards.*

Mail Trains. Two engines should be dispatched with the mail-trains, to provide against delay in case of accidents, *Pim* 667–670——Inconvenience of detaining passenger trains for the letters, *Locke* 884, 885——The companies could not agree to have trains that would interfere with the passenger-trains, *Stephenson* 1516–1522. 1525——If the periods fixed by the Post-office do not fall in with the arrangements requisite for public convenience, no price would remunerate, *Stephenson* 1496——The hour of starting for the mails will most probably be permanent, and the public will adapt themselves to it, *Glyn* 1296–1298.

The Post-office must conform itself to the speed which is considered best for passengers, and the railway company will accommodate the Post-office in the time of starting, *Glyn* 1380–1384——A greater speed could not be allowed than that of ordinary trains,

Mail Trains—continued.

without great danger, *Stephenson* 1595–1598——The times for starting passenger and mail trains should be accommodated to each other; Post-office special trains would interfere with the arrangements of the company, and would not secure punctuality, *Stephenson* 1552–1562——The increased expense of any arrangement that would interfere with public convenience, would tend to prevent the Post-office from desiring it, *Stephenson* 1581–1592——The expense of repairing an engine employed for the Post-office should fall upon them in case of accident, *Locke* 1694.

See also *Post-office Trains. Special Trains.*

Mails, Conveyance of. Mails should not be conveyed on railroads until they are in a more perfect state, *Boothby* 374, 375——The same weight of letters is carried on railroads at about half the price of mail-coach conveyance, *Maberly* 25–30——It would not be unfair to compel the companies by morning trains to carry the guard and bags at a sum proportionate to a certain number of passengers, *Glyn* 1271, 1272——Weight as well as space should be taken into calculation, *Glyn* 1276.

See also *Grand Junction Railway. London and Birmingham Railway. Mail Trains. Manchester and Liverpool Railway. Newcastle and Carlisle Railway. Newton and Preston Railway. Post-office Trains. Riding. Special Trains.*

Manchester and Derby Mail. See *Derby and Manchester Mail.*

Manchester and Liverpool Railway:

1. *Generally.*
2. *Conveyance of the Mail.*
3. *Supply of Locomotive Power.*

1. *Generally:*

Statements from their last report of the expense of locomotive power, exclusive of prime cost, interest of money, stationary-engine, and the expense of carriages, *Boothby* 302–310——Average loads carried by each locomotive engine, *Boothby* 312, 313——Average speed of the heavy trains, *Boothby* 315–318——Amount of dividend paid, *Boothby* 364——Tolls on the conveyance of goods, *Earle* 830–835——Dividend more than ten per cent. is not allowed by the Act, *Earle* 855–859.

2. *Conveyance of the Mail:*

There have been irregularities of little consequence in the arrivals of the mail; the company raised the prices when a tax was imposed on railway passengers, *Maberly* 113–116——Examination with reference to the increased cost of conveying the mails between Manchester and Liverpool since 1830, *Earle* 803–809.

3. *Supply of Locomotive Power:*

There are four or five competing parties supplying locomotive power, subject to the bye-laws of the company, *Stephenson* 1600–1609——They are obliged to have their engine of a particular weight and construction, and their speed and times of starting are determined by the company, *Stephenson* 1610–1612——These precautions have scarcely been sufficient to prevent accidents, *Stephenson* 1613–1615.

See also *Accidents. Booth, Henry. Carriers. Locomotive Power. Sunday Mails.*

Moss, John. (Analysis of his Evidence.)—Chairman of the Grand Junction Railway Company, and one of the committee of the Liverpool and Manchester, 400——Termini of the Grand Junction; the company have the power of travelling over a portion of the Manchester and Liverpool Railway, except on Sundays, 401–405——The bye-law would prevent the transmission of mails on Sundays, but the company might be induced to repeal it, so far as concerns the mails, 406–412——The railway companies would not object to an Act for the transmission of Sunday mails, 413–416——On the Grand Junction trains travel regularly on Sunday, 417–423——On the Manchester and Liverpool travelling is suspended during the middle of the day, 424–427——No such bye-law will be made on the Grand Junction; travelling in the middle of Sunday is not necessary, 428–431——There is not quite so much travelling on Sunday, but sufficient to pay the expense, 432–436.

Terms asked by the Grand Junction Railway for the use of a special Post-office night-train, to be under the entire direction of the Post-office, 437–452——Examination relative to the propriety of charging the same for day trains, 453–466——Inconvenience of carrying passengers by the Post-office trains, and waiting for the mails, 467–471——Causes of the increased expense of night-trains, 472–474——The sum charged the Post-office would not remunerate; the company have refused to take special trains for others for double the sum, 475–484——Irregularities of the mail, 485–488——Calculation of the tolls payable upon carriages containing 20 passengers, 489–495——Causes of the delay of mails on the Grand Junction: accidents to the engine; heavy trains

Moss, John. (Analysis of his Evidence)—*continued.*

trains impeding the mail-trains, 496–504——The Grand Junction has been a very profitable concern, 509.

The company are bound by the Act to keep the railway in repair; it is their interest to do so, 510–513——The railway would be shut up if it did not pay, but it is scarcely possible it should not pay the expense of repairs, 514–517——If the railways were to combine against the Post-office, the Post-office must start trains of its own, 518–523——The company is bound to keep the railway passable by night as well as day, 524, 525——Effect of bye-laws in restraining the discretion of the Post-office as to time and speed, 526–534——The Post-office have a right to use the stations, and to construct offices of their own on the line, 535, 536——Difficulty of finding carriers willing to contract for the supply of locomotive power and carriages, 537–542. 557, 558——The company make their profit as toll-owners, not as carriers, 543, 544——Three feet of land on each side the line belong to the company; but persons have a right to carry rails through it, 545–550.

Greater regularity may be expected in a few years on railways, 551–554——The calculations of expense upon the Grand Junction have been made by taking that of the Manchester and Liverpool, 561–568——The company do not wish to have night-trains, but are willing to make convenient arrangements with the Post-office, 569–573——The directors are anxious to find persons to supply locomotive power; the difficulty of finding them arises out of the uncertainty still existing in railway affairs, 574–577.

The company would be willing to submit the terms to be made with the Post-office to arbitration, and to let their accounts be examined, 578–581——Heads of the contract submitted by the Post-office to the directors, 582–585——Objections: penalty on not arriving within a fixed time, 586–588——Power of the Post-office to alter the hours of dispatch, 589, 590——Other grounds of objection, 591–598——In fact they all resolve themselves into a question of price, 599–601——It is very probable that the prices now demanded may be reduced, 602–611——An invention has been made for taking up and putting down the bags, without slackening the speed of the train; stoppages are convenient for passengers going a short distance, 612–619.

[Second Examination.]—Delivers in a letter addressed by him to Mr. Louis, 719, 720——Witness would be willing to leave the question of Sunday mails to be settled by arbitration, or decided by magistrates at quarter sessions, 721, 722——The transmission of mails on Sunday is of no importance to the country generally, if the mails start as usual in the evening, 723–726——Sunday travelling may safely be left to public opinion, and the feelings of those connected with the management of railways, 727–731——Reasons why a profit should be made on the conveyance of mails; turnpike-roads are maintained by the public; railways by private capital, 732–740——Parliament recognised the principle, 741–744——Engineers do not agree as to the cost of special trains, 745–747.

Moss, Mr. His letters to the Chairman of the Committee and to Mr. Louis, concerning the agreement of the Grand Junction Railway Company with the Post-office, *Ev. p.* 65.

N.

Newcastle and Carlisle Railway. It has not been found convenient to carry the mail by it, *Louis* 238.

Newton and Preston Railway. Length thereof; its gradients; the mails may be carried upon it, *Locke* 1724–1726.

NIGHT-TRAINS:

1. *Generally.*
2. *Grand Junction Railway.*
3. *London and Birmingham Railway.*

1. *Generally:*

The expense of night-trains is great; the police establishment, watchmen, &c. must be kept up, in addition to the men working the train; there are fewer travellers also at night, *Louis* 154–156——Night travelling may be expected when long lines of railway are established, *Louis* 161–163——No serious difficulty or expense will be incurred in night travelling; there may be more accidents, *Locke* 980–987——May go at the same speed as day-trains when the line has arrived at a proper degree of consistency, *Glyn* 1323——Will be attended with little additional expense; a double establishment will be required on long lines of railway, *Stephenson* 1497, 1498——Difficulty and danger in sending expresses by night; repairs are made at that time, *Boothby* 394–396——Proposition that there should be an extra charge on passengers, which should go towards the night expenses of the railway, and that the Post-office should pay the difference, *Boothby* 336.

Night-Trains—continued.

2. *Grand Junction Railway:*

Terms asked by the Grand Junction for the use of a special night-train under the entire direction of the Post-office, *Moss* 437–452——Causes of the increased expense of night-trains; the sum charged the Post-office would not remunerate; the company have refused to take special trains for others for double the sum, *Moss* 472–484——The Company do not wish to have night-trains, but are willing to make convenient arrangements with the Post-office, *Moss* 569–573——The night-train on the Grand Junction is unprofitable; it would have been discontinued but for the Post-office arrangements, *Earle* 683–686——The terms proposed by the Grand Junction are not unreasonable; expense of police establishment doubled, *Boothby* 334, 335.

3. *London and Birmingham Railway:*

The London and Birmingham should not be opened for night-trains for some months, *Locke* 994, 995——The Birmingham Company have refused to carry passengers by the night-trains; consequences of this arrangement; the necessity of repairing the embankments is stated as the reason for not taking passengers, *Maberly* 1189–1193——The Birmingham Company do not wish to undertake night-travelling for six months, in order to avoid accidents; the public do not seem, at present, to like night travelling, *Glyn* 1287–1295——The Post-office have pressed the Birmingham Company to establish night-trains against the opinion of their engineer, *Glyn* 1326, 1327——Mr. Stephenson remonstrated strongly against starting a mail-train, even without passengers, *Glyn* 1328–1333— The directors will be willing to arrange for a night-mail train directly the engineer reports that it may be done with safety, *Glyn* 1395——The carrying of passengers by night on the first opening of the Birmingham line should not be enforced, *Locke* 1730, 1731.

P.

Parcels. See *Goods. London and Liverpool Road. Mail-Coaches.*

Passengers. See *Mail Contractors.*

Perth Mail. Note relative thereto, with reference to the irregular arrivals from London, *App. p.* 141.

Pickford, Messrs. Are negociating with railway companies for the conveyance of goods upon the principle of allowing a per-centage on the profits, *Baxendale* 1109–1111—— Have vans between London and Liverpool; they were discontinued a short time for three days in the week, but were taken up again; when the railway is completed it will have the whole carrying trade, *Baxendale* 1131–1139.

See also *Carriers. London and Birmingham Railway.*

Pim, James, jun. (Analysis of his Evidence.)—Treasurer of the Dublin and Kingstown Railway, 622——The mails were carried until lately without any contract with the Post-office; sum paid, and nature of the understanding, 623, 624——A special train was always kept waiting for the Holyhead mail, 625, 626——Number of deliveries under the new contract, 628——Special trains are kept for the Holyhead and Chester mails, 629, 630——Sum paid under the new contract scarcely clears the expenses; expense occasioned by the irregularity of the Holyhead mail, 631–635——The mails are carried whenever they arrive, even on Sunday, 636–638——Necessity of keeping the steam up and the engines waiting, although the packets may be seen for an hour, 639–642——They keep very good time in fair weather, 639–643——Time in which the distance from Kingstown to Dublin must be performed; the difficulty of keeping time is greater on long lines; causes of delay, 644–648.

Calculations on which the price paid by the Post-office has been settled, 649–653—— Instalments paid on the Government loan; amount of dividend, 654–658. 661——If the mails were not transmitted during the hours of Divine service in Dublin they would not be sent at all on Sunday, as a large proportion of the people are Roman-catholics, 662–667—Two engines should be dispatched with the mail-coach trains, to provide against delay in case of accidents, 667–670.

Police. Are employed in keeping the rails clear, and are not connected with the repairs, *Boothby* 397.——*See* also *Night-Trains.*

Post-office. Should be protected by law from the exorbitant demands of railway companies, *Louis* 292——In making arrangements between the Post-office and railroads there are no data on either side on which fair terms can be estimated, *Glyn* 1268–1270, *Stephenson* 1474, 1475——The Post-office ought to contribute its fair quota for the expenses of locomotive power and the establishment, including watchmen, &c., *Stephenson* 1477–1495.

See also *Grand Junction Railway. London and Birmingham Railway. Mail-Trains. Manchester and Liverpool Railway. Night-Trains. Post-office Trains. Railroads. Special Trains.*

Post-office Trains. Cost of engines, fuel and wages, in case the Post-office should employ an engine of its own, *Louis* 146, 147 —— Inconvenience of supporting a separate establishment for the Post-office on railways, *Louis* 191–197——It would be difficult if not impossible to establish them; the Post-office could not charge a higher rate for passengers, being limited by the Act, *Louis* 239–249——The Grand Junction Company are willing to assist the Post-office, but arrangements might not be entered into by other companies, unless there were a general law giving authority to the Post-office, *Louis* 254–621.

If the railways were to combine against the Post-office, the Post-office must start trains of its own, *Moss* 518–523——The company would be bound to keep the railway passable by night as well as day, *Moss* 524, 525——Effect of bye-laws in restraining the discretion of the Post-office as to time and speed, *Moss* 526–534——The Post-office has a right to use the stations, and to construct offices of their own, *Moss* 535, 536——Inconvenience to the public if the Post-office should send their trains at irregular hours; the regularity of the mail would not be secured by them, *Earle* 796–802——The Post-office should not run its own engines; whenever two companies come in contact, there is difficulty in making arrangements so as to prevent accidents, *Stephenson* 1599——Inconvenience of permitting the Post-office to start a train at any time without reference to the appointed passenger trains, *Glyn* 1239–1243——The Post-office may have passenger trains of its own, subject to the control of the directors, *Glyn* 1245, 1246.

If the Post-office were to run its own carriages on the Grand Junction, they would have to pay 17 *s.* toll on each passenger, *Earle* 830–835——The company could carry their mails for less money than the Post-office, even if the latter paid no toll, *Locke* 943——The Post-office will not be obliged to have separate conveyances; there is no difficulty in combining the conveyance of mails and passengers, *Locke* 976–978.

See also *Mail Trains. Railroads. Special Trains.*

RAILROADS:

1. *Their superiority to other Modes of Conveyance.*
2. *Irregularities thereon.*
3. *Post-office Arrangements.*

1. *Their superiority to other Modes of Conveyance:*

Must supersede the old mode of travelling both as to speed and cheapness, *Horne* 1098——If the wear and tear is not greater than on canals, the railway will be the cheapest conveyance, at a speed of 15 or 20 miles an hour; Mr. Bury's contract, *Baxendale* 1141–1143——Unless the railroads were used at once by the Post-office, the revenue would suffer by the smuggling of letters by the quicker mode of conveyance, *Maberly* 1230——Long lines are less expensive in proportion than shorter ones, *Boothby* 332, 333.

2. *Irregularities thereon:*

Greater irregularities occur on railroads than by mail-coaches; the penalty to which the companies will subject themselves in case of delay may correct them, *Louis* 202–208——Greater regularity may be expected after more experience, *Moss* 551–554.

3. *Post-office Arrangements:*

The difficulty experienced by the Post-office in making suitable arrangements arises partly out of the expense, and partly from the imperfect nature of the arrangements themselves, *Maberly* 12——The companies have a complete monopoly; the expense of an independent conveyance establishment is too great to be incurred, *Maberly* 82–84——Regulations suggested by the Post-office to the Chancellor of the Exchequer to be made compulsory on railroad companies, *Maberly* 85–88——The Post-office is at present entirely at the mercy of railway companies, *Louis* 198–201——The greatest difficulty connected with the Post-office is, that passengers will not travel out of London at night on railways, particularly for short distances, *Chaplin* 1067, 1068.

In the present imperfect state of knowledge respecting railways, no permanent arrangements could be made with the Post-office, but the companies would submit to arbitration, and desire fair terms, *Locke* 913–917——The same kind of contract should be entered into with them as with mail-contractors, *Glyn* 1315, 1316——The Post-office must guard against the speed being slackened by penalties, *Glyn* 1342–1344——Arrangements might be made by the Post-office with lines in communication with each other, binding them in matters depending on the conduct of each, *Stephenson* 1529, 1530——If any railway company were to make regulations which would interfere with the public service, the Legislature is bound to restrain them, *Glyn* 1375–1379——Although there will not be competition as by mail-coaches, yet the directors will be anxious to secure the good opinion of the public by liberal arrangements with the Post-office, *Chaplin* 1057–1066——The companies will be amenable to public opinion, and will afford the greatest accommodation to the Post-office compatible with public convenience, *Glyn* 1304–1307.

See also *Accidents. Arbitration. Bye-Laws. Carriers. Dublin and Kingstown Railway. Expenses of Railroads. Fares. Goods. Grand Junction Railway. Greenwich Railway. Locomotive Power. London and Birmingham Railway. Mail-Trains. Mails,* Conveyance of. *Manchester and Liverpool Railway. Newcastle and Carlisle Railway. Night-Trains. Post-office. Post-office Trains. Repairs. Special Trains. Sunday Mails. Sunday Travelling. Tolls.*

Rails. Comparative economy of light and heavy rails, and distance of sleepers, *Locke* 945–948.

Repairs. Some time must be allowed for repairs, which would prevent the Post-office from despatching trains whenever they pleased, *Louis* 148–150——Are made at night; they are more numerous during the first three years, *Boothby* 394–398——The level is always changing; subsidence is going on, and the men are employed at night in raising the rails, *Boothby* 399.

See also *Locomotive Power. Mail-Trains. Night-Trains.*

Richmond, Duke of. The Minute of his Grace in 1833, as to the conveyance of mails, is very reasonable; as yet the terms of it have not been exceeded by the Grand Junction, *Louis* 276–280——Clause proposed by the Duke of Richmond to be inserted in the Grand Junction and London and Birmingham Railway Bills; his Grace's Minute thereupon, *Maberly* 88, 89——Minutes of the London and Birmingham directors, with reference to a Minute of the Duke on the rate of charge for the conveyance of letters, *Boothby* 393——The purport of his Grace's verbal communication, on the passing of the Grand Junction Railway Bill, was that the mails should be carried on fair and equitable terms, *Moss* 815–821.

Riding. Cost at which the riding-work of the Post-office (conveyance of letters on horseback or by carts) can be performed, *Maberly* 6.

S.

"Saracen" Engine. See *Grand Junction Railway.*

Salt, Philip. (Analysis of his Evidence.)—Guard of the railway mail between Birmingham and Manchester, 1396–1398——The mail-bags are put on the top of the carriage, with the exception of some which are in the imperial, 1399–1404——The service of the mails is not conducted with regularity and dispatch, 1405, 1406——There are not a sufficient number of engines, and they are of unequal power; sometimes they have been too heavily loaded, 1407–1413——The railroad does not keep its time so well as a mail-coach, 1416–1418——The "Lynx" engine has kept its time; the "Saracen" has not, 1419, 1420——There was sometimes snow, 1421——Mail-coaches to which witness has been guard; evidence relative to the Yarmouth Telegraph, 1425–1436——Examination of the time-bill; causes of delay on particular days, 1437–1446——Witness has remonstrated against having great weights attached to the engine; they have sometimes been refused by the engineer, 1447–1453.

Failure of the "Alecto" engine at Hertford, 1454——There have been few days on which time has been kept, 1455, 1456——More goods have been sent by railway since the frost, in consequence of the stoppage of the canal, but delays occurred before the frost, 1457–1460——Number of guards on the railways, 1463——Witness goes from Birmingham to Manchester and back again for three days, and rests the fourth, 1464–1466——Weight of the bags taken, 1467–1470——When witness has complained to the conductor that the train was overloaded, he has not heard any order given in consequence, 1471, 1472.

Shrewsbury and Liverpool Mail. A contract has been made to continue this mail for some time longer, *Maberly* 3.

Sleepers. See *Rails.*

Snow. Effect of snow in obstructing railway trains; sand must be thrown upon the rails, or the wheel will not bite, *Locke* 967–975.

Special Trains:

1. *Cost thereof generally.*
2. *Terms of the Grand Junction Railway.*

1. *Cost thereof generally:*

Calculations of the cost of special trains; the expense of night-trains is the greatest, and there is less chance of passengers, *Louis* 142–145——Engineers are not agreed as to the cost of special trains, *Moss* 745–747——Weight makes a large ingredient in the charge for special trains, *Earle* 688, 689.

2. *Terms of the Grand Junction Railway:*

The Post-office consider it unreasonable that special trains should be charged the same whether they convey passengers or not, *Maberly* 40–52——Special trains should be paid for at higher prices until they became remunerating to the companies, *Maberly* 90–93——The point particularly urged by witness on Mr. Moss was, that the remuneration by passengers should go to the reduction of the charge to the Post-office, *Louis* 140, 141——Terms asked by the Grand Junction for the use of a special Post-office night-train, to be under the entire direction of the Post-office, *Moss* 437–452——

Report, 1837–8.

Special Trains—2. *Terms of the Grand Junction Railway*—continued.

Examination relative to the propriety of charging the same for day-trains, *Moss* 453–466——Inconvenience of carrying passengers by the Post-office trains, and waiting for the mails, *Moss* 467–471——Whether 10*l.* be a reasonable charge for a special day-train, with permission to carry passengers; the time chosen by the Post-office for its departure should be taken into the calculation, *Boothby* 349–357——The sum demanded appears excessive when compared with the former charges, and with the amount paid to mail-contractors, *Louis* 289–291——Is much less than it would cost them, *Boothby* 301——Calculations on which this opinion is founded; expenses on Manchester and Liverpool Railway, &c., *Boothby* 302–325.

See also *Mail Trains. Night Trains. Post-office Trains.*

Speed. A speed of 30 miles an hour and upwards may be safely maintained on the Grand Junction, *Earle* 748–750——The same speed has been used on the Manchester and Liverpool, although the time has lately been enlarged, *Earle* 752–755——Average speed on the Manchester and Liverpool including stoppages, and on the Grand Junction exclusive of stoppages, *Earle* 760, 761.

See also *Locomotive Power.*

Stage-Coaches. See *Coaches. Tolls.*

Stephenson, Robert. (Analysis of his Evidence.)—Engineer to the London and Birmingham Railway Company, 1473——Difficulty of laying down a principle on which an arrangement should be made with the Post-office, 1474, 1475——The price for conveying heavy goods is too low to remunerate; the deficiency should be made up by an increased price on light goods, 1476——The Post-office ought to contribute its fair quota for the expenses of locomotive power and the establishment, including watchmen, &c. 1477–1495——If the periods fixed by the Post-office for the departure of the mail do not fall in with the arrangements requisite for public convenience, no price would remunerate, 1496——The mail travelling at night would be attended with little additional expense; a double establishment will be required on long lines of railway, 1497, 1498.

The rate of charge for heavy goods has been fixed low by Acts of Parliament, for the encouragement of persons through whose lands the line passes, 1499–1510——A regular customer sending parcels daily should be accommodated more cheaply than the sender of a chance parcel, 1511–1515——The company should not agree to have special trains to interfere with the passenger trains, 1516–1522, 1525——It would be reasonable to refer the terms of agreement between the Post-office and the company to arbitrators sufficiently acquainted with the subject, 1523, 1524——The terms on different railways would be almost identical, 1525–1528——Arrangements might be made with lines in communication with each other, binding them in matters depending on the conduct of each, 1529, 1530——The ratio between the prices paid for parcels and other classes of goods is equitably arranged, 1531, 1532.

Witness's construction of the evidence of Mr. Glyn, as to the company not desiring profit, 1533–1536——Mail-coaches look to parcels as one of their great sources of revenue; they carry the mails at a less rate, 1537, 1538——An equitable arrangement, by arbitration, could not be objected to by the railway companies, 1539–1542——If they should object, it ought to be made imperative upon them, 1543–1548——The whole terms, the services to be performed and rate of payment, should be submitted to arbitration, 1546–1551——The times for starting passenger and mail trains should be accommodated to each other; Post-office special trains would interfere with the arrangements of the company, and not secure punctuality, 1552–1562.

Night-mails may be carried with safety, but not in the present state of the embankments, 1563–1565——The embankments are the worst at the London end of the line, 1566, 1567——The Wolverton embankment will subside for two years, 1568——Witness has reported strongly against the conveyance of night-mails for three months after the opening of the railway, 1569–1575——He shall recommend the directors to adopt the hour of eight in the evening for the departure of the mails, 1576——Speed intended at the first opening of the line and afterwards, 1577–1580——The increased expense of any Post-office arrangement which would interfere with public convenience, would tend to prevent them from desiring it, 1581–1592——The company would be able to keep within the time agreed upon; an insufficient supply of engines has been the chief cause of irregularities on new railways, 1593, 1594——A different speed could not be allowed to Post-office trains, without great danger, 1595–1598.

The Post-office should not run its own engines; whenever two companies come in contact, there is difficulty in making arrangements, 1599——There are four or five competing parties supplying locomotive power on the Manchester and Liverpool Railway, subject to the bye-laws of the company, 1600–1609——They are obliged to have engines of a particular weight and construction, and their speed and time of starting are determined by the company, 1610–1612——These precautions have scarcely been sufficient to prevent accidents, 1613–1615——Mr. Bury's engines have only four wheels, those generally in use have six; it is the general opinion of engineers that six wheels are safe, 1616–1621——The Acts of Parliament impose restrictions on railway com-

Stephenson, Robert. (Analysis of his Evidence)—*continued.*

panies in making bye-laws, 1622–1626——An offer was made by the Birmingham Company to take the mail without passengers by night, at the first opening of the railway, 1627–1633.

Trains will start at five o'clock, and travel after dark, 1634–1643——By the 25th June the company may undertake to carry night-mails with safety, 1644–1649——The hours of starting have been fixed with reference to the probable convenience of passengers, 1650–1654——Engines generally run below their power, and three or four more carriages will not impede their speed; engines out of repair are sometimes sent for want of others, 1655–1663——At the first opening of the Birmingham Railway, too many coaches were attached, and witness remonstrated, 1664–1668——There are few instances in which the power of an engine would vary, 1669——The causes of delay on the Grand Junction were the small number of engines and their insufficient power, 1670–1672——The distance is regularly performed on the Birmingham line, 1673, 1674——Number of engines requisite to work the trains between London and Denbigh-hall; their power, 1675–1682——Different railways will require engines of different powers, 1683.

Stephenson, Mr. Letter to the secretary of the London and Birmingham Railway Company, on the opening of the railway for night-trains, *Ev. p.* 86.

Sturge, Mr. See *Sunday Travelling,* 3.

Subsidences. See *London and Birmingham Railway. Night-Trains. Repairs. Watford.*

Sunday Mails:

1. *Generally.*
2. *Grand Junction Railway.*
3. *London and Birmingham Railway.*
4. *Manchester and Liverpool Railway.*

1. *Generally:*

Consequences of stopping the mails on Sunday, *Maberly* 53——The stoppage of mails, even between the hours of ten and four, would have a serious effect upon the communication with Scotland, *Locke* 979——When railway communication is more extensive, bye-laws restraining Sunday mails would be of great and general inconvenience, *Louis* 218–228——The Post-office should have power to run railway trains on Sunday, *Maberly* 80——The Railway Companies would not object to an Act for the transmission of Sunday mails, *Moss* 413–416.

No railway company ought to have the power of interrupting the correspondence of the country on Sunday by a bye-law; Sir W. Follett's opinion, *Earle* 764–770——The question of Sunday mails might be settled by arbitration, or decided by magistrates at quarter sessions, *Moss* 721–723——The transmission of mails on Sunday is of no importance to the country generally, if the mails start as usual in the evening, *Moss* 723–726——If the mails were not forwarded during the hours of Divine service in Dublin, they would not be sent at all, as a large proportion of the people are Roman-catholics, *Pim* 662–667.

2. *Grand Junction Railway:*

Memorandum concerning the transmission of mails on Sunday by the Grand Junction Railway, *Louis* 209.

3. *London and Birmingham Railway:*

There would be no objection on the part of the London and Birmingham Company to the transmission of mails on Sunday, *Glyn* 1236–1238——If the mail trains on Sunday were to carry passengers, all the arrangements of the company would be disturbed, *Glyn* 1262, 1263.

4. *Manchester and Liverpool Railway:*

The bye-law of the Manchester and Liverpool would prevent the transmission of mails on Sunday, but the company might be induced to repeal it so far as concerns the mails, *Moss* 406–412——The stoppage of the mails on Sunday by the bye-law of the Manchester and Liverpool Railway Company, would embarrass all the arrangements of the Post-office, *Maberly* 56–65——Sir W. Follett's opinion has been given that the company have no power under their Act to close the railway on Sunday, *Earle* 768–770.

Sunday Travelling:

1. *Generally.*
2. *Grand Junction Railway.*
3. *London and Birmingham Railway.*
4. *Manchester and Liverpool Railway.*

1. *Generally:*

May safely be left to public opinion, and the feelings of those connected with the management of railways, *Moss* 727–731——Cannot be left to public opinion; the directors of the Manchester and Liverpool have religious objections, *Earle* 771–775——No public meetings have been held; the best test of public opinion is the use made of Sunday trains, *Earle* 784–790——When railways come into general use, all other means of communication will cease; necessity of railways being open on Sundays, *Earle* 775–781——The objection that persons on the establishment would be kept from church may easily be removed, *Earle* 782, 783——Railway companies are bound to exercise their powers for the convenience of the public on Sunday as well as other days; this principle will be carried out by the directors of the Birmingham Railway, *Glyn* 1264–1267.

2. *Grand Junction Railway:*

On the Grand Junction railway, trains travel regularly on Sunday; on the Manchester and Liverpool, travelling is suspended during the middle of the day, *Moss* 424–427——No bye-law will be made on the Grand Junction, but travelling in the middle of the day is not necessary, *Moss* 428–431——There is not quite so much travelling on Sunday, but sufficient to pay the expense, *Moss* 432–436——It is highly improbable that the public should agree to a disturbance of Sunday travelling; the Grand Junction Company have determined to suit the public convenience, *Glyn* 1385, 1386.

3. *London and Birmingham Railway:*

On the London and Birmingham there is no travelling during the hours of Divine service, *Boothby* 389, 390——A resolution proposed by Mr. Sturge to the proprietors of the London and Birmingham Railway, prohibiting Sunday travelling, was negatived, and an amendment proposed limiting it to public necessity, *Glyn* 1234——If trains offer themselves from a distance on Sunday, at any hour, they will be received on the London and Birmingham Railway, *Glyn* 1299–1301.

4. *Manchester and Liverpool Railway:*

The company have given notice of their intention to enforce the bye-law restraining Sunday travelling; the Post-office are opposed to it; effect on cross-mails, *Maberly* 56–62——The object of the directors is to prevent their officers from working on Sunday; nearly the same number must be employed if mails are carried without passengers, *Maberly* 54, 55——It is understood that the bye-law against Sunday travelling will be enforced, *Louis* 210–213——Delays and inconvenience that will be occasioned, *Louis* 214, 215.

T.

Tolls. Stage-coaches when employed by the Post-office in England are exempt from toll; hardship of this law upon the trustees of roads, *Maberly* 9–11——It could not have been the intention of the Legislature that the mails should run on railroads toll-free, *Earle* 836–851——The tolls chargeable on railways have been fixed in each case upon good grounds; no general maximum has been established, *Locke* 962–966——The mails ought to pay toll; railways are supported by a body of proprietors, roads are maintained by travellers and the landowners, *Glyn* 1277–1280. 1345–1367——Reason why a profit should be made on the conveyance of mails by railway; turnpike-roads are maintained by the public, railways by private capital; Parliament has recognised the principle, *Moss* 732–744——Calculation of tolls payable on Grand Junction Railway upon carriages containing 20 passengers, *Moss* 489–495.

V.

Velocity. See *Locomotive Power.*

W

Warrington. See *Birmingham and Warrington Mails.*

Watchmen. See *Night-Trains.*

Watford. Nearly 100 yards of the London and Birmingham Railway sank six feet near the Colne embankment at Watford, *Stephenson* 1563.

Wear and Tear. See *Locomotive Power.*

Wind. A great obstruction to trains; it drives the flanches of the wheels against the rails, and produces the same effect as bad curves, *Earle* 691, 692.

Wolverton. See *London and Birmingham Railway.*

Woodside and Chester Mail. Is still continued, although the railway is parallel; it is the only coach on the road, and, when the London and Birmingham Railway is completed, must be given up, *Horne* 1090–1096.

Y.

Yarmouth Telegraph. Takes the mail from Ipswich; travels eight miles an hour, *Salt* 1428-1436.